VOL. CCXV, No. 2808

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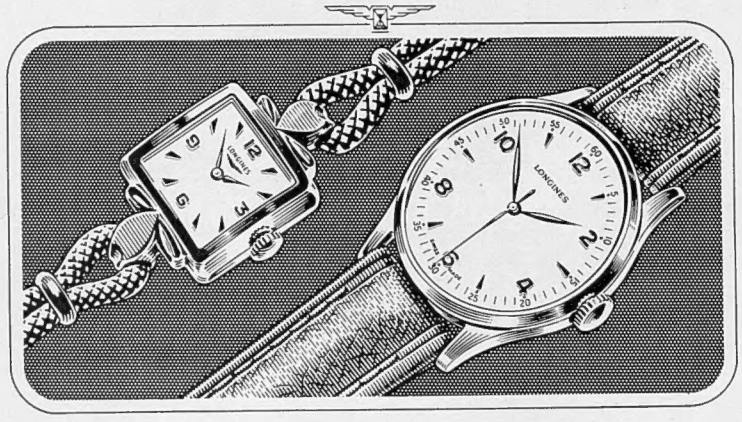

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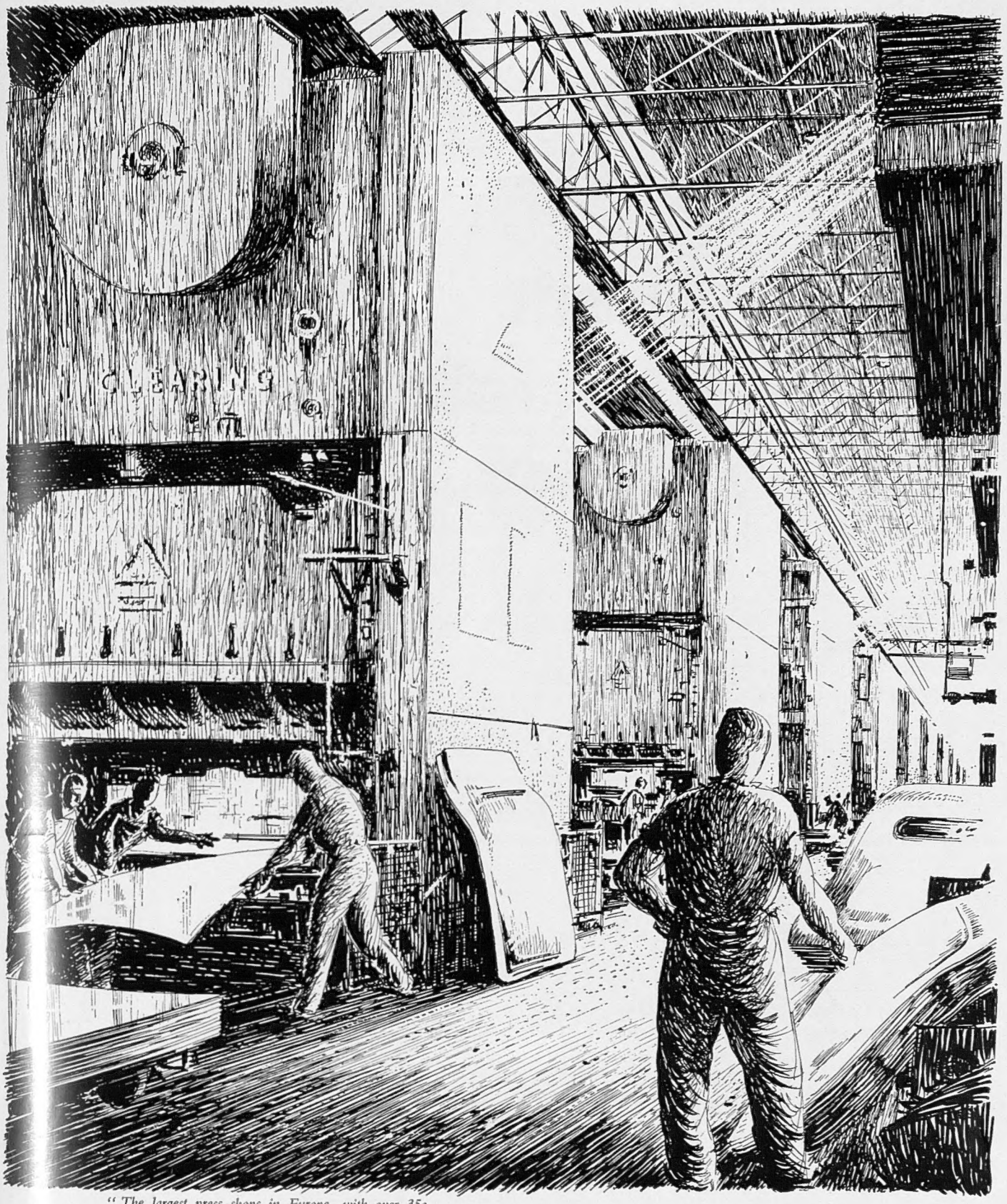

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1 „ White Bordeaux, Château Carbonnieux, Graves 1948
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1 „ White Burgundy, Chablis 1er Crû 1949
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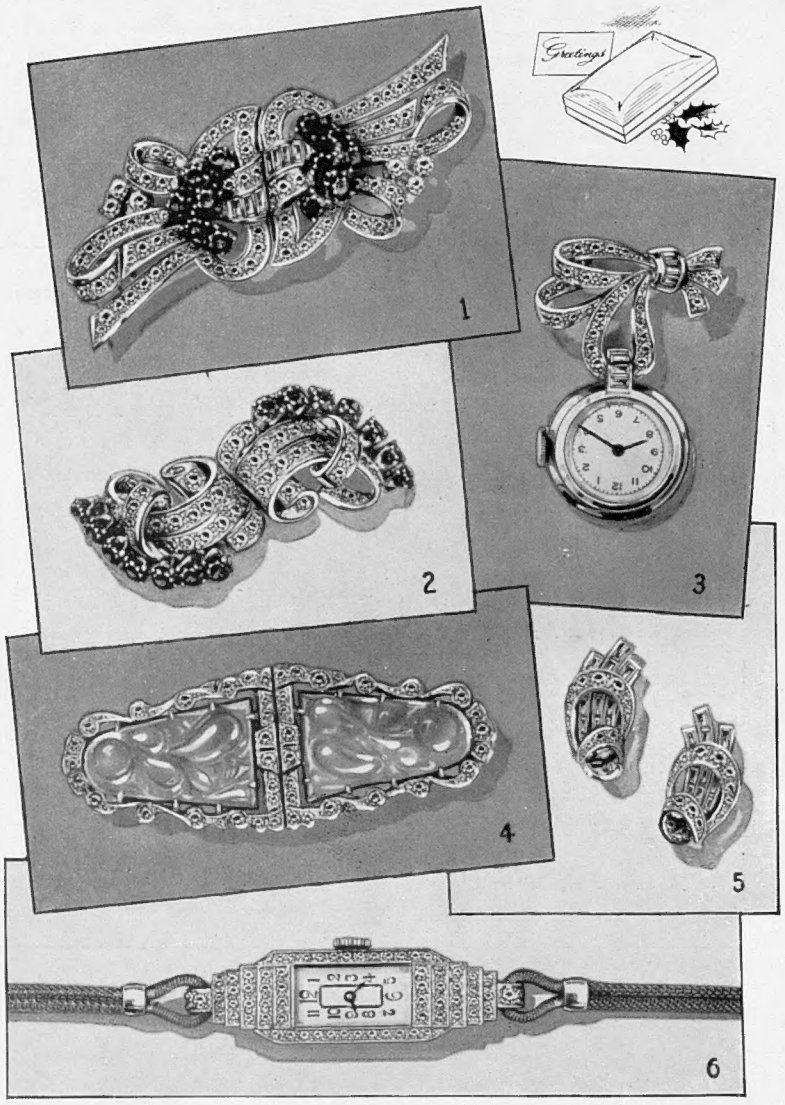

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Volume CCXV No. 2808 The SPHERE, London, December 5, 1953

The SPHERE
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THE QUEEN ON THE SPANISH MAIN—HER MAJESTY AND THE DUKE OF EDINBURGH GREETING JAMAICAN DIGNITARIES AT A RECEPTION ON THE LAWNS OF KING'S HOUSE, KINGSTON : Standing on the left is Sir Hugh Foot, Jamaica's Governor, who was the Queen's host at King's House, and introduced some of the 3,000 guests at this principal social event of Her Majesty's visit to Jamaica. For the reception the grounds were a fairyland of floodlighting and coloured lanterns.

After the springlike weather which they encountered in Bermuda, the Queen and the Duke of Edinburgh flew to Montego Bay, Jamaica, in the heart of the Caribbean, and so passed into a climate of fierce sunshine and humid tropical heat. On the morning of November 25 the Royal visitors arrived at Montego Bay in the Stratocruiser *Canopus*, and they then proceeded to tour various parts of County Cornwall, which lies on the western side of the great island. On the second day came the big welcome at Kingston, Surrey, on the south-east coast, and there the visit reached its climax with the reception for 3,000 held on the lawns of King's House. Finally, on the evening of November 27 the Queen and the Duke sailed from Kingston Harbour in the S.S. *Gothic*, heading almost due south for the Panama Canal, there to be received officially by the Panamanian President before sailing across the Pacific to Fiji, the next halt on their Commonwealth tour. (Further pictures from Jamaica will be found on pages 396–97 of this issue.)

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The SPHERE with which is incorporated THE GRAPHIC

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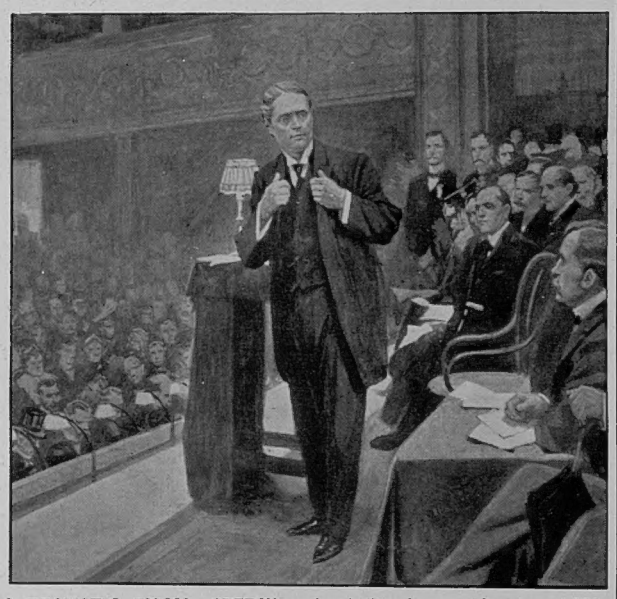
FROM "THE SPHERE" OF 50 YEARS AGO



A DRAMATIC FISCAL SPEECH: Lord Rosebery addressing 4,000 London Liberals at the Surrey Theatre on November 25, 1903. Lord Rosebery, speaking from a desk with a red-shaded lamp placed before him, said: "Had I the tongue of men and of angels I would passionately plead with the citizens of London that they should not forget their position as the heart and the capital of this great Empire, that they should preserve their port open to the food and the merchandise of the world, that they should refuse to tamper with the food of her teeming people, and that they should decline to reverse the system and the policy which have made her the mart and the market of the world."

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

NORWICH

The Industrial Capital of a Great Agricultural Province

By ERIC FOWLER

A London Newsletter

195–198, STRAND, W.C.2.

The Grand Tour.—The send-off for the Queen and the Duke was surprisingly simple, homely and touching. From now on, for months to come, the network which serves us as eyes and ears for matters beyond our ken will faithfully and fully record for us Her Majesty's progresses, appearances and speeches, with "local colour" constantly changing, as our first Ambassadors girdle the world on their great mission of goodwill and chase the seasons, catch them up and leave them standing. Drake would have gaped at the ease of their performance, Jules Verne could not have dreamed of it. All the same, the very ease of modern communications demands of them all Drake's spirit of endurance; and Cortez's opportunity to gaze *in silence* upon a peak in Darien or elsewhere will be rare for the Royal travellers. Before they return to us with a ceremonial welcome far more national and elaborate (I prophesy) than their send-off, they will have worked as hard as the most industrious of the Queen's subjects and covered more ground than any of her Royal world-travelling forbears. And so a long farewell and one more God-speed. We have to learn unselfishness and to remember that she is Queen of several great nations which are entitled to share her gracious presence; and their shares are bound to increase during the years as the reign proceeds.

THE LARGEST TANKER EVER LAUNCHED IN NORTHERN IRELAND

THE 32,000-TON TANKER "BRITISH ENGINEER" IN THE WATER AT BELFAST AFTER BEING LAUNCHED BY MRS. ANTHONY EDEN, WIFE OF THE FOREIGN SECRETARY: Built by Harland and Wolff *British Engineer* the third 32,000-tonner to be launched for the British Tanker Company, the shipping organisation of the Anglo-Iranian Oil Company. The first in this series, *British Sailor*, made her maiden voyage last April, while the second, *British Merchant*, is due to undergo her trials early in January. Ten other 32,000-tonners are building or on order. The tankers bring crude oil from the Middle East to the refineries in Britain.

Holborn Held.—*The Times* described the result of the Holborn by-election as something of a jolt for the Government. It declared that the Tories hoped to win this marginal seat and that the Premier attached great importance to the result. It may be so. Certainly, on a reduced poll, Labour slightly gained and the Tories slightly lost in votes, and the Liberal paid for his fun with his deposit, as usual, and made no difference to the result. The newspapers employ students of or experts in politics, and perhaps they know more than you and I about the electorate's reasoning and reactions. For my part I still adhere to the belief that in this country for some years to come we are likely to be governed by Governments with very small majorities. The day of the landslide is over. The hard core of our electorate is split evenly into two masses, adamant and obstinate and not to be moved by great policies, by stunts, prayers or performances. And the spielman who decides the issue, right or left, is a very small body, not made of adamant, but of soft clay capable of taking current impressions. All of which suggests that snap general elections are waste of time and money and risky gambles, and that a Government in power with a job to do should continue to do its job until its term ends naturally.

Piltdown Whodunit.—Not since Bodë or Meegeren have the dovecotes of critics and experts been so fluttered as by the new "proofs" that the Piltdown skull, discovered in 1912, is a fake, a "composite" of a human ancestor of ours, reinforced with the jawbone and canine tooth of a modern chimpanzee or orang. This is very shocking and, for some, very comforting. We deplore the atrocious villainy of the faker and the lost reputations of hoodwinked scientists, but, like Dizzy, who ranged himself on "the side of the Angels" in the controversy on man's origins, we are relieved to have the conviction slightly shaken that we are the children of monkeys. The modern school of anthropologists are relieved also. They have found the Piltdown skull a stumbling-block to their theories of our evolution. In one sense, the (faked and coloured) jawbone and canine didn't quite fit with modern ideas, if indeed they were faked and coloured. And once they are proved to be fakes, the provenance of man will be more easily and clearly determined. I wonder if Solicitor Dawson left any private papers. He died greatly honoured. All the same, the trouble caused in the world to-day by mobs of students does still suggest to very many of us that the human race probably owes a good deal to a monkey ancestor. Perhaps the Piltdown fake was a cynical gesture in that sense.

Carola Oman and Creevey.—It is rare to find an historian of Lady Lenanton's calibre tripping up with anything more than a "literal" slip. But I must positively put her right about the baptismal name of Mr. Creevey. His name was *Thomas*, not William. The slaver-captain William Creevey may or may not have been his father, but the letter-writer was undoubtedly *Thomas*. Who cares? Who was Creevey anyway? That might be a fair defence, but one could discover any single historian of Creevey's period who does not freely have recourse to Creevey's letters for lights and authorities. And since he is accepted as a useful source, it is only just not to "cut him out of his name." I hope her next edition of *Sir John Moore* will correct this error—it is a fine, if overloaded, biography. Creevey's acquaintance with Graham Moore and his greater brother (whom he much admired) was made through his friend, Dr. Currie, that remarkable specialist and pioneer in the treatment of fevers, who presided over an intellectual circle in Liverpool and introduced Creevey also to Romilly, Scarlett and Michael Angelo Taylor. Another of Currie's claims to merit is that he "pioneered" also in Robert Burns, publishing that poet's first biography and an edition of his poems. All of which Carola Oman might have discovered from books on Thomas Creevey published later than 1903, which in the light of increasing knowledge of the subject supply a little more information concerning Creevey and the Moores.

The Strachey Habit.—It was Lytton Strachey, of course, who set the fashion in despising Thomas Creevey. He knew no more about him than

Sir Herbert Maxwell troubled to discover between 1903 and 1912—which was very little. And all women writers of the period, and several men, have followed the lead of Strachey's eight-page squib in his *Books and Characters*. Like much of Strachey's writings, they prove him a master of style and wit and a very poor historian. (To-day, Strachey's own work is not so highly regarded). If you re-read his *Elizabeth and Essex* and then at once turn to the article on Essex in *D.N.B.*, you will get a surprising notion of how much time Strachey devoted to historical research and how much to literary fireworks. Indeed, I never read a modern biography without feeling greater admiration for the selective excellence of *D.N.B.* Mr. Arthur Bryant is one of the very few fine historians who never denigrate the authorities on whom they choose to rely for local colour and contemporary opinion. He treats Celia Fiennes or Rifleman Harris or Thomas Creevey as sources as valuable, within their limits, as State Papers, and he is right. Creevey was no fool, in Parliament or in a Whig drawing-room. He is to-day a first authority on many aspects of social and political life in the first thirty years of the nineteenth century and, in justice, he deserves to be cited with some respect and knowledge of his career and quite respectable abilities. I spent several years since 1934 in digging him out from the dust of a century, and he grew in stature. He fills more pages in Hansard with sheer good sense than do many of his more famous contemporaries.

Dog Eats Dog.—"Dog bites man" has not been news in Fleet Street for centuries. "Man bites dog" is still news. And now in Fleet Street "dog eats dog" is becoming news. For the newspapers are beginning at last an internecine warfare, organ against organ, group against group. No doubt the newspaper world recognised years ago what would result if any newspaper criticised openly the manners and morals of a rival. It would open the floodgates to vendettas. So for years and years the principle that in Fleet Street "dog does not eat dog" was maintained until public opinion rose up and demanded that the good dog should attack the mongrel. In fact, no doubt, that was not the best way to go to work. The reading public had the remedy in its own hands. It could have shown the bad dog that it didn't like its habits and could have turned it out of doors. But the reading public, having a sneaking liking for the mongrel's tricks, continues to house and feed it. And it was left to Fleet Street to try to cleanse the kennels. With the result that the dog fight is on, and when Jupiter reproves an erring deity, he must expect to receive a brick or a fid of mud on his august nose. And what the end of it will be, God knows—perhaps a pact by all concerned to return to the easier way: "dog *doesn't* eat dog." But the Archbishop of Canterbury, Dr. Fisher, speaking for the Church, presses for a root and branch reform in the Press—affecting morals and manners also. It is time.

Improved Communications.—America is the land of colossal records. An American pilot is naturally the first to claim to have flown his plane at 1,300 miles an hour. That makes it possible at last to breakfast in London, visit New York and be "back for tea." All that helps enormously in big business and the export drive. At present, it is costly to fly twice the speed of sound, and to reach New York long before the sound of your London Airport "warm-up" gets across. It takes a ton of fuel for every minute of flying time, and the plane has only a life—endurance capacity—of a few minutes. You discard your fleet of suitable planes like old razor-blades every three minutes and mount another Pegasus. But it will get cheaper (like the cost of living, one day) when we have established fuel dumps and hangars every hundred miles across the "Herring Pond"; and we may at last fairly claim to be making progress in communications. At the moment of writing, Scott Crossfield and the U.S.A and the Douglas *Skyrocket* hold the record. Who holds it to-morrow is anybody's guess.

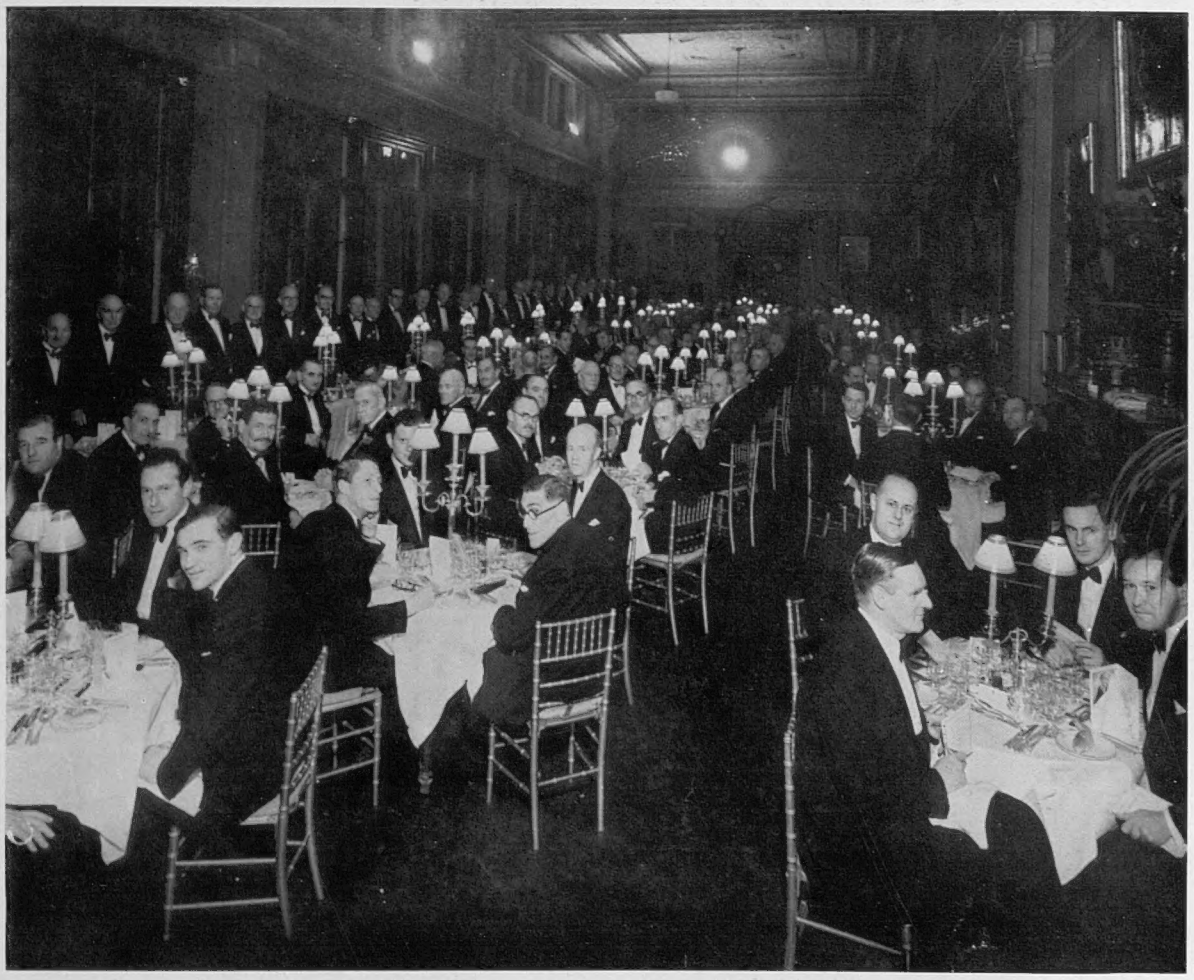
Less of It.—I am tired of seeing in pictures the faces of Mossadek and de Gaulle. Neither face attracts me, nor do the things they say. When autumn comes round, I annually register the same boredom with pictures of bathing belles and seaside ankle winners. And the silly season goes on too long with its flying saucers and other monsters of the loch and ether. As a journalist, of course, I feel sympathy with all Editors who must make their news-sheet attractive to their readers every day, year after year. But there are a mighty lot of things in daily life which can be made to appear interesting—more interesting than they perhaps are—and I think that in a normal year dressed-up girls and coloured boxers and old Mossy and the rest of the criminal classes, and de Gaulle, and all the saucers and the monsters and bogies who frighten the nervous have more than their fair share of space. I accept it that as a nation we are very *conservative*, politics apart. The B.B.C. has just about the same problem as the Fleet Street Editor, and proof of the public's conservatism in its recreation is surely found in the continuance for ever and ever of such hoary favourites as "Twenty Questions" and Vic Oliver's and Ted Ray's shows. These and others, and Fleet Street's favourites, must be reckoned as the British Public's ideas of perfection in the world of entertainment. You can't beat it—or can you?

THE OLD STAGER

PRINCESS MARGARET VISITS THE LONDON STOCK EXCHANGE

HER ROYAL HIGHNESS SHAKING HANDS WITH SIR JOHN BRAITHWAITE, CHAIRMAN OF THE STOCK EXCHANGE, AS SHE LEFT THE BUILDING FOLLOWING HER VISIT LAST WEEK: Princess Margaret, who is acting as a Counsellor of State during the Queen's absence abroad, was received at the Stock Exchange by Sir John, and by Mr. Frank Doran and Mr. Richard Twining, Deputy Chairmen. The visit was informal and the Princess was able to see the "House" at work; the busy scene on the floor of the House being witnessed by the Royal party from the newly-opened public gallery. For this special occasion the public gallery was closed to the general public. After luncheon with the Council, Princess Margaret walked across the floor of the House, and, cheered by the members, made a short speech from the War Memorial. She said that she now knew the difference between a broker and a jobber.

SIR PELHAM WARNER IS HONOURED BY THE M.C.C. AT LORD'S



A RARE OCCASION IN THE LONG ROOM: Members of the Marylebone Cricket Club in the Pavilion at Lord's at the dinner which was given in honour of the eightieth birthday of Sir Pelham Warner. On the extreme left of those standing are Mr. C. R. Attlee and Lord Simon. Fourth from the end is F. R. Brown, and Sir Pelham can be seen standing thirteenth from the left. The Lord's scoreboard was floodlit for the occasion, showing "80 not out."

It was fitting that the eightieth birthday of Sir Pelham Warner should have been celebrated at Lord's, for the great cricketer and the great ground are inseparable. Though he was born in Trinidad, "Plum" Warner (as he has become universally known since his schooldays, on account of his rubicund and ever-youthful appearance) hastened to the Mecca of cricket within three days of his arrival in England. He first played at Lord's for Rugby in 1889, and in 1920 he played his last first-class match there, and fittingly led Middlesex to Championship victory. Oxford, Middlesex, the Gentlemen and England, all called upon "Plum" Warner to play at his beloved Lord's. And when he had given up playing, he remained there as journalist, Test Selector and President of the M.C.C. On a summer's day nowadays, "Plum" Warner is still a familiar figure at Lord's, not only to be seen in the Pavilion, but also strolling in front of the Tavern and greeting an old acquaintance. He is a gentle, perfect knight in a castle that is very much his own.

THE ROYAL VISIT TO JAMAICA

Highlights of the Queen's Three-day Stay in the West Indian Island Before She Embarked for Panama and the Pacific

THE WELCOME AT MONTEGO BAY: Her Majesty on a palm-decorated dais in the centre of the town, where she received Jamaican dignitaries following her arrival from Bermuda in the Stratocruiser *Canopus*. The Duke of Edinburgh, who is in tropical white naval uniform, is seen acknowledging the greeting of the crowds. The Royal visitors stayed in Jamaica for three days, and on these two pages is a photographic record of that memorable visit. Pictures of the Bermuda visit, which immediately preceded it, appear on page 401.

THE QUEEN AT KINGSTON, THE JAMAICAN CAPITAL: Her Majesty seen with Sir Hugh Foot, the Governor, and the Duke of Edinburgh after she had declared open a new highway. This was only one of a host of functions performed by the Royal visitors during three days on the island, two of them being spent in and around the city of Kingston.

AT THE RODNEY MEMORIAL IN SPANISH TOWN: The Queen and the Duke acknowledging cheers when they visited the old capital of Jamaica. The memorial commemorates Admiral Rodney's defeat of the French under De Grasse in the Battle of the Saints, which was fought off the coast of Dominica in 1782.

AT THE CHILDREN'S RALLY AT SABINA PARK, KINGSTON: The Queen and the Duke made sure that they would be seen by all the children and toured the grounds standing in an open car.

THE QUEEN WITH BILLIE THE GOAT, MASCOT OF THE ROYAL WELCH FUSILIERS: Billie came to the grounds of King's House, and was present at a reception for officers and their wives.

THE QUEEN, SITTING IN THE SPEAKER'S CHAIR, SIGNS THE VISITORS' BOOK AT THE JAMAICAN LEGISLATIVE COUNCIL IN KINGSTON: Standing in front of Her Majesty is the Clerk of the Legislature, Mr. Clinton Hart. The Duke of Edinburgh, in tropical white naval uniform, stands in front of a portrait of the late Queen Mary, Consort of King George V. In an address of welcome, the Speaker thanked the Queen for important reforms in the Jamaican Constitution granted by her in Privy Council. The Queen, speaking in a firm, clear voice, thanked the people of Jamaica for the magnificent reception which they had accorded herself and the Duke on the island.

THE QUEEN CONFERS A KNIGHTHOOD UPON THE CHIEF JUSTICE OF JAMAICA: The Hon. Sir Kenneth Kennedy O'Connor, Q.C., M.C., kneeling before Her Majesty as he received the accolade at an investiture at King's House, Kingston. Behind the Queen is Noel Crossell, the Assistant Commissioner of the Jamaica Constabulary.

DINING AT KING'S HOUSE, KINGSTON: The Queen and the Duke of Edinburgh are seen seated on each side of Governor Foot. The dinner was for thirty guests, and was followed by a great reception on the lawns for some 3,000 guests.

On right—

AT THE UNIVERSITY COLLEGE OF THE WEST INDIES: Her Majesty receiving a basket of flowers from one of the students. On the left is the Principal, Mr. Graves. The University College of the West Indies, which has been completed with the construction of the Senate House, is designed to provide higher education for the Caribbean area.

THE FIGHT AGAINST THE MAU MAU

Training Loyal Kikuyu in Kenya; a New Observatory near Bonn; and Other Events in Europe, Delhi, and New York

TRAINING LOYAL KIKUYU TO FIGHT AGAINST MAU MAU: Men of the Kikuyu Home Guard show their prowess with bows and arrows during the first big exercise of the Home Guard near Githunguri, not far from Nairobi. Although the Mau Mau gangs are drawn mostly from the Kikuyu tribe, other members have formed the Home Guard to prevent the growth of terrorism in the area. Arms have been given to them after careful screening. Some walked as far as twenty miles to take part in the exercise, bringing with them an odd assortment of weapons. Loyal Kikuyu are also being trained in more peaceful pursuits, such as education and farming. At a school near Mukuruweini, south of Nyeri, young tribesmen are being given ordinary lessons, as well as instruction in the latest agricultural methods. This policy of education aims at keeping the bulk of Kikuyu tribesmen out of the clutches of Mau Mau, as well as preparing the ground for the eventual rehabilitation of the tribe.

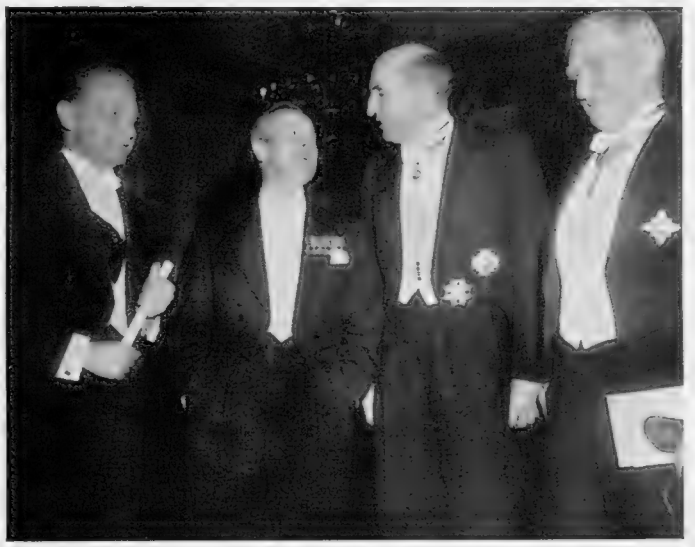
THE KIKUYU HOME GUARD ARE EQUIPPED WITH MODERN WEAPONS: Colonel Phillip Morecombe, Director of the Kikuyu Home Guard, talking to Sergeant-Major Jogunu before the start of the big exercise at Githunguri. Like the sergeant-major, many of the loyal Kikuyu have been equipped with modern fire-arms.

THE MUNICH PHILHARMONIC ORCHESTRA IS RECEIVED IN AUDIENCE BY THE POPE: Seated in the Consistorial Hall, Pope Pius XII (right) listens to a special performance by the Munich Philharmonic Orchestra at his summer residence at Castelgandolfo, near Rome. The orchestra, conducted by Fritz Rieger, had been playing at the San Carlo Theatre in Naples. During the audience, they played part of a work by Mozart. Afterwards the Pope thanked the players and imparted his Apostolic Benediction on them.

SIR GLADWYN JEBB AT THE UNITED NATIONS, WHICH HE WILL LEAVE IN MARCH: At a meeting of the United Nations General Assembly Main Political Committee, Sir Gladwyn Jebb, permanent representative of the United Kingdom to the Assembly in New York, is talking with the Soviet delegate, Mr. Vishinsky. It has been announced that Sir Gladwyn Jebb will leave New York next March to take up his new appointment as British Ambassador in Paris. He will succeed Sir Oliver Harvey, who is retiring from the Foreign Office. Sir Pierson Dixon, at present Deputy Under-Secretary at the Foreign Office, has been appointed to succeed Sir Gladwyn in New York. The British representative at the United Nations has gained great popularity among Americans during the past few years. When the debates in the Security Council and in the General Assembly were being televised, he became a star performer, with his restrained but witty retorts to the speeches of Mr. Malik and other Soviet representatives.

THE FIRST TEST BETWEEN INDIA AND THE COMMONWEALTH XI: The Indian Prime Minister, Mr. Pandit Nehru, with the captains of the two teams during the first Test Match at New Delhi. The Indian captain, Polly Umrigar, right, scored 47 during his side's innings. The Commonwealth captain is Ben Barnett, the former Australian Test cricketer. *On left*—F. K. Worrell, the West Indian all-rounder, dives to hold a spectacular catch from Umrigar. The batsman at the other end is G. S. Ramchand, who went on to score 119. The Commonwealth XI was caught on a spinner's wicket, and were defeated by India by an innings and 15 runs.

A NEW OBSERVATORY FOR BONN UNIVERSITY UNDER CONSTRUCTION: The main building that will house laboratories, workshops, offices and living quarters of the new observatory which has been built in the Eifel district, south-west of Bonn. Three of the four observatory towers can also be seen. *On right*—Scaffolding framing the main observatory tower, which is now nearing completion. The observatory has been built for the University of Bonn. It is sited on the Hohe List mountain, 1,815 ft. high. The observatory, which has been financed by the State of North Rhine Westphalia, is expected to be ready by next spring.



AN ENGLISH-SPEAKING UNION DINNER IN NEW YORK: Many distinguished guests attended the annual dinner of the English-Speaking Union in the United States, which was held recently in New York. From left are Mr. Dag Hammarskjold, Secretary-General of the United Nations; Mr. Lester Pearson, Canadian Minister for External Affairs; Sir Roger Makins, British Ambassador to the United States, and Mr. William V. Griffin, President of the English-Speaking Union of the United States. Mr. Pearson declined to comment during his speech at the dinner on the current charges and counter-charges being made in the United States and Canada concerning allegations that he had been a "friend of Communists" just after the war.

DR. JAGAN'S WELCOME IN DELHI: Sympathisers of the deposed Prime Minister of British Guiana await his arrival at Palam Airport, Delhi. Dr. Cheddi Jagan, who is accompanied by Mr. Burnham on his tour round the world, had an interview with the Prime Minister of India, Mr. Nehru. Shortly afterwards Mr. Nehru stated that India would not raise the question of British Guiana at the United Nations.

On left—

TRADE UNION LEADER ARRESTED IN PARIS: Benoit Frachon, Secretary-General of the Communist-dominated General Confederation of Labour, is ushered into a police van before being driven to the Fresnes Prison. A few days later he was released on bail pending police investigations. He had been arrested earlier as he was leaving a meeting of his union. Frachon had been in hiding ever since a warrant for his arrest was issued last March following police raids of the Communist headquarters in Paris. He is accused of endangering the security of the State.

THE TITOS GO TO THE POLLS IN BELGRADE: Marshal Tito and his wife, Mrs. Jovanka Broz, seen at a polling station in Belgrade during the recent Yugoslav one-party General Election. In his Belgrade district, President Tito received 34,768 votes from a total electorate of 39,402. Though there is virtually no choice of candidates of the Government Party and the Opposition, this year's polling was enlivened by the election of four candidates who had been disowned by the Government Party just before the poll for "demagogic and unsocialist" campaigning methods. In this year's elections, polling was lower than in 1950, because there was less pressure on the people to go to the polls.

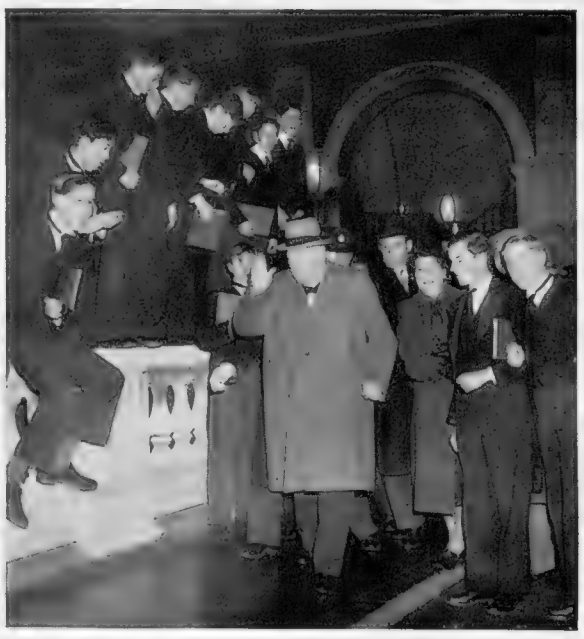
SIR WINSTON IN HIS 80TH YEAR

On the Eve of His Bermuda Departure the Prime Minister Visits His Old School for a Sing-song

Sir Winston Churchill is in his eightieth year, and the man who has been twice Prime Minister of England, who has held Cabinet offices since the Edwardian era, playing a dominant part in the course of English history for nearly half a century, is still at work and at play. His seventy-ninth birthday took place on the eve of his departure for Bermuda for his meeting with President Eisenhower and M. Laniel, and the special picture seen on the right was taken in the Cabinet Room at No. 10, Downing Street, to mark this occasion. On Friday of last week Sir Winston took an evening off from the duties of State to go down to his old school to join in the annual sing-song. There was a time when Harrow did not acclaim the man who is now her favourite son, and little was seen of Sir Winston at Harrow functions between the wars. Now he is a regular and deeply-honoured visitor, and Dr. James, the new Headmaster, paid glowing tributes to him at the concert gathering in Speech Room. He wished Sir Winston God-speed on his great mission on which he was about to set forth, and Sir Winston recalled his visit to the school in 1940, "in a rather tragic moment in our fortunes and our lives, when we joined together to sing a few songs to keep up our spirits." The Prime Minister received a tremendous reception from the boys and later they thronged round the Headmaster's House to cheer him when he came to an upper window and looked out upon the scene.

THE PRIME MINISTER AT THE AGE OF SEVENTY-NINE: This portrait of Sir Winston Churchill was taken in the Cabinet Room at No. 10, Downing Street, to mark his birthday. The Prime Minister spent last week-end at Chequers, and on Monday, his birthday, he gave a family dinner-party at No. 10, followed by a small reception. On Tuesday evening Sir Winston was due to set out for Bermuda in the *Canopus*. He delayed his departure to vote in the House of Commons on the Repairs and Rents Bill.

SIR WINSTON ARRIVES AT HARROW: The Prime Minister giving the V-sign when he arrived at the school to attend the annual sing-song in the Speech Room. This was the fourteenth year in succession in which Sir Winston had gone down to Harrow for this event, and he obviously took a keen delight in joining in the Harrow songs.



On right—

"FORGOTTEN CHEERS ARE IN OUR EARS": Sir Winston as he left the Speech Room and Memorial building after attending the school concert.

SIR WINSTON COMES TO A WINDOW IN THE HEADMASTER'S HOUSE TO WAVE TO THE BOYS OF HARROW SCHOOL: The Prime Minister receiving an affectionate greeting from the boys after the sing-song in which he had taken part. Later in the evening Sir Winston received Noel Bolingbroke-Kent, the young soloist at the sing-song, who hails from Westerham, in Kent. He autographed his song-book and congratulated him warmly on his performance.

WITH THE QUEEN AND THE DUKE IN BERMUDA

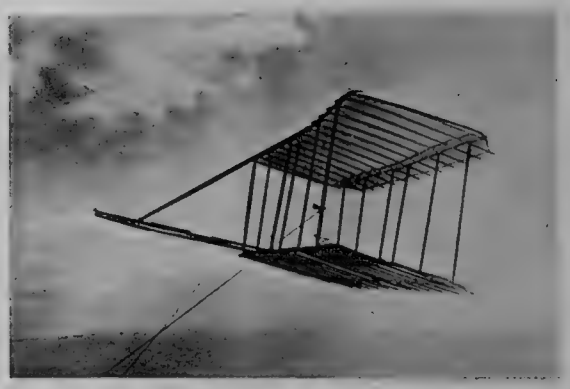
The First Stage of the Royal Tour; a Visit to the Island Group in the Western Atlantic

THE QUEEN, HAVING FLOWN FROM WINTER INTO SPRING, LANDS AT KINDLEY FIELD, BERMUDA, AND IS RECEIVED BY THE GOVERNOR OF THE ISLANDS: *Left*—Her Majesty with Lieut.-General Sir Alexander Hood a few moments after the B.O.A.C. Stratocruiser *Canopus* had touched down after the long flight from London. *Right*—Walking with the Governor through a lane of cheering children. The weather resembled that of an English spring day, and a cool breeze blowing off the sea tempered the heat. Later in the day the Queen and the Duke drove in an open carriage through thronged streets. Their tour embraced nearly every part of the Colony.

Within seventeen hours of flying out into the darkness from London Airport on a cold November night the Queen and the Duke of Edinburgh emerged into the bright sunshine of a springlike day in the island Colony of Bermuda. Only for one day could the Royal visitors pause in Bermuda on their world journey, but everyone made the most of it, certainly the greatest day since the first settlement of the islands 350 years ago. Everywhere happy crowds in their best clothes gave expression to their loyalty and affection. The greatest moments of the day were the drive through the streets of Hamilton and the loyal address within the Assembly, followed by a garden party at Government House, at which there were 800 guests. In the evening there was an informal dinner at Government House, and on the day following, at 5.30 a.m., the Royal tourists set out on the next leg of their world tour, travelling by the Stratocruiser *Canopus* to Jamaica, where there was another great welcome awaiting them.

LEAVING ST. PETER'S CHURCH AT ST. GEORGE, BERMUDA: The Queen, accompanied by the Governor, walking down the steps lined with Scouts and Brownies. The Duke, in naval uniform, is seen emerging from the church.

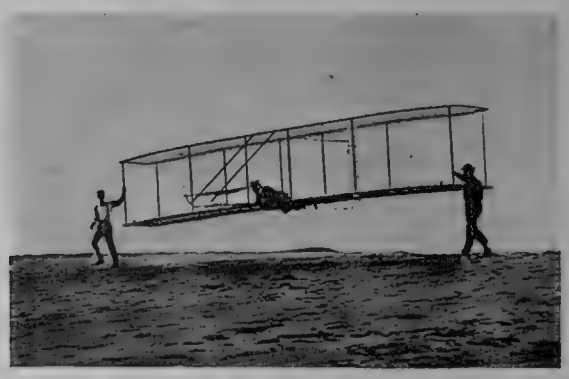
A RED-LETTER DAY FOR THE ISLAND GROUP IN THE COURSE OF WHICH THE QUEEN AND THE DUKE GAVE THE OPPORTUNITY OF SEEING THEM TO MOST OF THE POPULATION OF 40,000: *Left*—The Royal visitors leaving the Colonial Parliament followed by the Governor. At the House of Assembly the Queen received an address from the Speaker. *Right*—The Queen entering the Bermuda Yacht Club, accompanied by the Commodore of the Club, Mr. de Forrest Trimmingham, and the Governor.



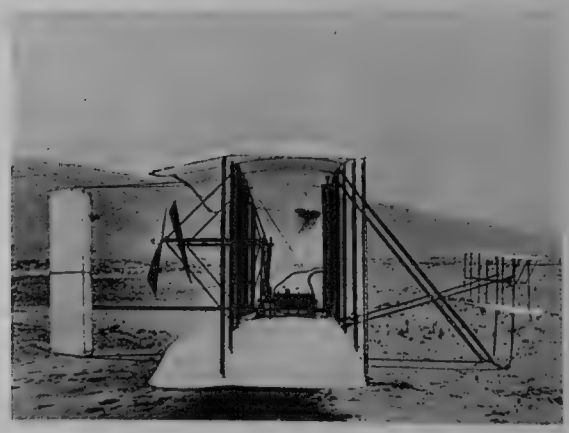
THE WRIGHT BROTHERS' FIRST GLIDER: This was constructed and tested in 1900. It was flown mostly as a kite, as seen here at Kitty Hawk, in North Carolina. The glider had a forward elevator and wing-warping controls worked by cords from the ground.

WILBUR WRIGHT AT THE CONTROLS OF THE SECOND GLIDER: This machine, built in 1901, is seen after a landing by the Kill Devil Hills, near Kitty Hawk. This was the unsuccessful glider which drove the Wright Brothers to making their most valuable aerodynamic research.

THE 1902 GLIDER IN FLIGHT: Wilbur Wright at the controls as the Wrights' third glider flies from the Kill Devil sandhills. It is in its first form, with front elevator, wing-warping controls and double fixed fins at the rear.



THE SECOND VERSION OF THE 1902 GLIDER: Orville Wright flying the second and successful version, with the fixed double fins changed to a single movable rear rudder, linked with the wing-warping controls. This machine incorporated the basic Wright patents of 1906.



THE WRIGHT "FLYER": This picture of the powered machine was taken near the Kill Devil Hills shortly before the flights of December 17, 1903. The double rear rudder and front elevator of the *Flyer* can be clearly seen, with the 12-h.p. engine lying on the lower wing.

THE FLIGHT THAT ALMOST BROUGHT TRIUMPH: Wilbur Wright on board the *Flyer* after the unsuccessful attempt of December 14, 1903. The machine left the take-off rail and ploughed into the sand, as shown in the picture. But as a result of the crash, only the elevator was slightly damaged. The reason for failure on this occasion was Wilbur's temporary loss of control because of the over-sensitivity of the elevator. Note the prone pilot position: wing-warping and rudder controls were linked and worked by swinging the pilot's torso in a movable cradle.

THE 50TH ANNIVERSARY OF THE FIRST AEROPLANE FLIGHT

The Saga of the Wright Brothers, Whose Aeroplane Flew in the Air for Twelve Seconds on December 17, 1903

By C. H. GIBBS-SMITH

TO honour the birth of the aeroplane may not seem to many people a suitable sentiment for a machine which has brought more destruction to the earth than any other vehicle in the history of the world. That blessings have also arrived by way of it goes without saying; but what should be remembered is that Wilbur and Orville Wright saw their invention not only as a machine of peace, but one which—by its very potency—would make wars impracticable.

The morning of December 17, 1903, broke windy and suitable for flying near the Kill Devil sandhills of North Carolina, just south of the now famous settlement called Kitty Hawk. This was not to be the first attempt by the Wrights to conquer the air, but they were confident now of success. For on the 14th of the month Wilbur—chosen by the toss of a coin—had already lain on the wing of their *Flyer* and moved off into wind, only to plough harmlessly but infuriatingly into the sand instead of rising into the air. Wilbur had been unlucky with the over-sensitive elevator, and had missed his turn for triumph.

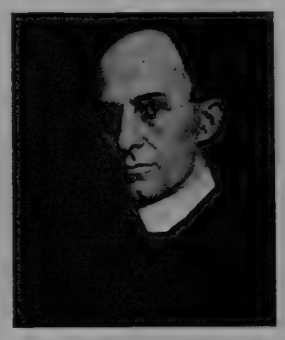
After minor repairs and the wait for a suitable wind, the next assembly took place around 10 a.m. on December 17. The scene must have been strange to the five coastguards and a boy who stood there on the bleak sands, with a camera confidently focussed on the take-off point. Before them stood a frail-looking, but actually very tough, contraption of linen and wood—a biplane of some 40-ft. span, built on skids, with tall double rudders at the rear and a biplane elevator out front. Two large propellers were being driven by a 12-h.p. motor which chattered away as it was opened up by Orville—whose turn it now was—as he lay prone on the wing. The machine, the *Flyer*, was held back by a wire, and rested on a small wheeled truck which in turn stood on a low wooden rail which stretched for 60 ft.

Soon after 10.30 a.m., with the engine now full out, Orville slipped the release wire and the *Flyer* moved off along the rail under her own power. The excited watchers saw Wilbur running easily along, steadying the wing, until suddenly the skids left the truck and the machine was airborne. One of the coastguards—John T. Daniels—clicked the camera and so took one of the world's historic photographs (see illustration). "This flight," wrote Orville, "lasted only twelve seconds, but it was, nevertheless, the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward without reduction of speed, and had finally landed at a point as high as that from which it started."

Three more flights were made that day, the brothers taking turns, before an elevator support was broken and the machine grounded. Then a gust of wind overturned her, and the resulting damage was too serious to be repaired on the spot. The last flight had lasted for 59 seconds, and the brothers returned triumphant to their home town of Dayton, Ohio. The triumph was neither celebrated nor believed, except by the family and the loyal Kitty Hawkers, but that absurd portion of history belongs later.

The two Wright brothers, Wilbur (1867–1912) and Orville (1871–1948), were the sons of a Bishop of the United Brethren Church, and were—after previous work in the printing and newspaper business—constructors, repairers and retailers of bicycles. Both young men possessed a lively combination of brains and mechanical aptitude; but even those would have been useless had they not been blessed with qualities of character and personality which were peculiarly necessary in the work they set themselves to perform. Each had modesty, determination, a sense of humour, the ability to weigh evidence and assess situations, and the creative ability to form new concepts. Finally, they worked perfectly as a team.

Orville Wright



Wilbur Wright

The Wrights came on the aeronautical scene at a time when gliding had almost been mastered by Lilienthal, and the petrol engine had at last reached a practical stage of development. But no one, despite the efforts of Maxim and others, had made a practical, full-sized flying machine. It cannot be too strongly emphasized that the other workers in the field—especially Ader and the great S. P. Langley—did not succeed in making the powered aeroplane work as a practical flying-machine; and that is what counted, no matter how ingenious or inventive the failures may have been.

The Wrights have recorded that they were directly inspired by the death of Lilienthal in 1896. In 1899 Wilbur arrived at his key invention of "wing-warping" by watching the buzzard, which he saw regained its balance by twisting the end of its dropped wing—if it had been put out of the horizontal by a gust—so that the wing would have more lift and so rise and return to the normal position. Wilbur extended this principle to provide not only more lift on the dropped wing but also less lift on the high one, in order more quickly to rock the wings back to the horizontal. This invention could be used both to restore stability and to provide a means of steering.

As a result of this brilliant idea, Wilbur inquired of the Smithsonian Institution in Washington about current works and pamphlets on flying; and the brothers set about reading everything they could find. They discovered that a few men had actually made glides, apart from Lilienthal; some had made successful powered models; and a few had tried to fly with full-sized machines and had failed. So they set to work to build their first glider, incorporating the wing-warping device Wilbur had invented.

The No. 1 glider of 1900 was taken to Kitty Hawk, after extensive inquiries as to the location having the necessary strong constant winds. The Wrights flew this glider mostly as a kite, manipulating the wing-warping—and the forward elevator with which they had also equipped the machine—by means of cords from the ground. They finally made about a dozen glides in it themselves, having had to transport it some four miles south to the Kill Devil sandhills, where, by the way, all their subsequent experiments were carried out.

The brothers spent a few successful weeks in the autumn of 1900 with glider No. 1, and then went home.

ORVILLE WRIGHT MAKING THE FIRST POWERED, SUSTAINED AND CONTROLLED AEROPLANE FLIGHT IN HISTORY: This picture, one of the world's historic photographs, was taken by a coastguard, John T. Paniels, during the twelve-second flight near the Kill Devil's Sandhills, south of Kitty Hawk, in North Carolina, on December 17, 1903. Wilbur Wright is seen running alongside the machine. On the left is the wooden take-off rail and, at the end of it, the free-riding truck on which the *Flyer's* skids rested until she was airborne. Most of the pictures on these pages are from originals in the Library of Congress and the Smithsonian Institution, Washington.

THE WRIGHT "FLYER" THAT WAS TAKEN TO FRANCE: This machine was built in 1907, and was taken over to France in that year. She was not flown until August 1908, when Wilbur gave the first of his public flying displays near Le Mans. This *Flyer* is a two-seater, with a seated pilot position.

ORVILLE WRIGHT'S CRASH IN 1908: The only tragedy of the Wrights' career occurred on September 17, 1908, during Orville's impressive demonstration flights at Fort Myer, near Washington. Orville was taking up Lieutenant T. Selfridge as passenger, when one of the propellers broke and caused the crash. The lieutenant was killed and Orville injured.

They had to earn their living, and it should always be borne in mind that the bicycle business gave them the only money they had, despite a generous offer from Octave Chanute to finance them—which they gracefully declined.

The second glider was tested in the summer of 1901, and did not prove successful. But it was this setback which drove them to abandon the figures for wing area and lift which other experimenters had suggested, and work out their own calculations. The hard work they put in during the winter of 1901–1902 resulted in an excellent glider—No. 3—being constructed and taken to the Kill Devil Hills in the autumn of 1902.

Glider No. 3 had twin fixed fins at the rear, and was controlled—as in Nos. 1 and 2—by a forward elevator and wing-warping. All the gliders, this included, were biplanes—a form of aeroplane that had been suggested and experimented with before during the nineteenth century, but was now constructed along sound aerodynamic lines and rigged with "bridge-truss" bracing which their friend Chanute had suggested. This grand old man of American civil engineering, after making his own experiments, encouraged the brothers in all they did; but he did not technically contribute anything but the rigging system. The Wrights' movable front elevator has been credited to Chanute, but in fact it was Chanute who copied the movable elevator from Lilienthal and the Wrights.

Glider No. 3 had only one bad habit—but it was very bad. It often turned against the bank when the wings were warped, and slid helplessly into the sand. So the brothers, after much anxiety and effort, decided to exchange their twin fixed rear fins for a single movable rear rudder; and at the same time to link the rudder control lines with the warping wires. Whenever they moved the warp controls—by lying in a swinging cradle—which bent the rear ends of one pair of wings down and the other up, the rudder was automatically put over to counteract the tendency to turn against the bank, and thus bring the machine round in a smooth turn. It was this remarkable invention—rudder and warp linkage—which formed the basis of the Wright patent, which was applied for early in 1903 and granted in 1906.

The fundamental problems had now been solved and over a thousand successful glides had been made with No. 3 in 1902. So the brothers went jubilantly back to Dayton—they could only spend short seasons near Kitty Hawk—and set to work in their spare time to build their first powered *Flyer*.

After exhaustive experiments with propellers, and after being forced to design and build their own engine, as they could not find a suitable one to buy, they completed the machine by the end of the summer of 1903 and set off with it for Kitty Hawk on September 23, also taking with them their No. 3 glider. Their failure on December 14 and the triumphs of December 17 have already been described.

It is impossible here to give an account of the almost incredible course of foolishness, ignorance, scepticism and downright evil that dogged the brothers thereafter. No one would believe they had flown until the year 1906 and—amazing to relate—they did not fly in public until 1908, when Wilbur flew in Europe near Le Mans, and Orville at Fort Myer, in the United States.

In 1904 they had built their second *Flyer*; and in 1905 their third, with which they could stay in the air for over half-an-hour. They did not leave the ground between October 1905 and the spring of 1908, but they had built another excellent machine in 1907 which Wilbur took to Europe and first flew in France on August 8, 1908. The rapidly advancing aeroplanes of Europe—derived in isolation from the Wright gliders and other sources—could not hold a candle to the Wright biplane, which outflew every other machine and almost overnight revolutionised the art of flying. We might leave the last word to Major B. F. S. Baden-Powell after he paid a visit to Wilbur in France in 1908: "That Wilbur Wright is in possession of a power which controls the fate of nations is beyond dispute."

THE "FLYER" WITH ITS TAKE-OFF DERRICK: The familiar scene at Auvours, near Le Mans, during Wilbur Wright's triumphant season in France in 1908. The derrick, in which a weight was suspended over pulleys, provided the accelerated take-off along a wooden rail which the Wright Brothers had first used near Dayton, Ohio, in 1904. Beneath the wings of the *Flyer* can be seen the single wheel handling trolleys for hauling the plane over the ground.

"THE GOOD OLD DAYS" GO ON DYING

Links With the Past from Generation to Generation

By JOHN GORE

"TALES OF A GRANDFATHER."—It is sometimes said that a man may be more in sympathy and understanding with his grandfather's generation than with his father's, and *vice versa*. There are certainly some valid reasons for it either way. A father's relations with his son are more self-conscious than a grandfather's, and, being more personal, may open the way to jealousy and to concealments.

It is no uncommon thing for an old man, looking back on his life, to judge that he has a clearer picture of what manner of man his grandfather was than was his father, for the memories of his youth at that time of life grow vivid and none of them are obscured by inhibitions. He sees and judges from a few clear data coolly and objectively.

I was at a private school when my grandfather died in 1897, and at Oxford when my grandmother died in 1904, and no doubt it is in part due to the fact that both of them moved and played small parts in the Whig Society of pre- and post-Reform Bill days—a period in which my profession compelled me to specialise and caused me to love above all other periods of our history—that I seem to see them so clearly in their youth and middle age, while the same periods in my parents' lives are very much a closed book to me. Certain it is that the *recognita* of my grandparents—the few remarks and recollections which as children we still remember hearing from their lips—not only gave us a keen sense of the past and an intense interest and curiosity in the scene and setting of their lives before we were born, but fitted them into that society, described so vividly by Creevey and Greville, in which they inconspicuously moved. More than that, it brought them to life as individuals to an extent which our living contacts failed to do with our parents when *they* were young or middle-aged.

Romance.—To say that one epoch in history is more romantic than another is to throw suspicion on an already suspicious adjective, but no doubt my grandparents in their youth chanced to meet and live with more people whom history has accepted as notable than did my parents; while from reading mention of their names in Creevey and his contemporary social chroniclers, no doubt I have come to think of them as having (in youth, at any rate) lived more "romantic" and interesting lives than did my parents, who gave no handle to the "Creeveys" of *their* day. But, as I say, "romantic" is a silly, meaningless epithet, and I can find no excuse for my own applications of it. Why, for instance, I see more romance in the Battles of Culloden or Waterloo than in Agincourt or the Marne? For it is not merely a question of time, of remoteness or otherwise. Or why I find Sheridan or Pitt "romantic" statesmen and Gladstone anything but so?

My grandfather, born in 1811, would tell us grandchildren that he clearly remembered hearing the bells ring for the victory of Waterloo. He had good stories to tell of Wellesley, whose page he was during his Viceroyalty in Ireland, and of Grey and John Russell (he was the latter's Private Secretary) when they were drafting and fighting the Reform Bill through in 1831-32. His name and my grandmother's occur quite often in Creevey, and when Creevey's "Papers" came out in 1903, my grandmother was still alive (with her youthful memories at least still very clear) to supply to the curious one of very few first-hand impressions of what old Creevey (who greatly admired her as a young girl at Bessborough) was like.

Romance of a Grandmother.—She, too, knew all the most famous and "romantic" figures, on which still to-day biographers and novelists batten. She had married at her dying mother's bedside the heir of the Lansdownes and was soon widowed, and she spent many years as a young and lovely widow at Bowood in the company of Whigs, was admired by old Talleyrand, listened to Macaulay endlessly jawing, and wept over Tommy Moore's ballad songs.

She was a niece of Caroline Lamb, and may have seen Byron and all that little intimate circle to whom she was related—the circle formed by her great aunt, Georgiana Devonshire, and her grandmother Bessborough; and her own mother was a daughter of the runaway marriage of Westmoreland with Miss Child.

Yet when in 1845 she married again and became the wife of my grandfather, they settled down in their rambling old house, which still stands over against the Round Pond on Wimbledon Common, to a life, which endured for half-a-century, far duller, far less marked by incident, than my parents' lives and (God knows) than mine. All human life must have its sorrows, yet it used to be said that the worst tragedy or shock which befell them in that half-century was when one of the carriage horses fell on Putney Hill and broke its knee. Be that as it may, they emerged into my living sight and contact at the end of that half-century, two old people still vividly clear to me—he, tall, upright, a dignified figure in long grey coat, with a crooked smile and a hint of white whisker and a tremendous bronchitic cough; and she, as lovely in old age as in youth, with a black satin apron carrying a bunch of household keys, with lovely wrinkled old hands, copying out prayers at her white oval writing table into little books destined for us.

And somehow the "romance" of those short years of their youth, when they were in and of the world of Society, persisted through the dull and uneventful half-century of their married lives, and they died immensely romantic people in my eyes.

A Duller Era.—My father, born in 1846, my mother in 1859, lived out their youth and the first few years of their married life in ways which I cannot trace nor visualise nor accurately imagine. I have no data. It was not until the '90's that I see them at all in the misted eye of memory, and from then on until 1914 I can attach no "romance" to our lives together. We loved them, we were a happy, devoted family, but family life, even through the Edwardian era, was, for all but the very centre of privilege, neither highly-coloured nor particularly interesting.

And yet, I suppose, if any sense of the past survives among my children, the Edwardian era will have its thick coat of romantic paint. My parents' lives also (as we judge of the lives of the generations to-day) were "untroubled," secure, even uneventful, right up to 1914 and beyond. I don't think my father ever grasped the full implications of the First World War, even when his children were on the various fronts. He had worked for some of Gladstone's financial reforms, he was a keen politician of a liberal colour, but though he kept a diary, I can find in it nothing with which to colour his age with romance, though he dimly saw in the rise of Lloyd-George the end of an age in which he and his father had formed and held their opinions, convictions and ways of life. Looking back to-day on my own sixty years or more of conscious life, I cannot say that I find romance in it. I can justly say that it was full of trouble and violent change. Perhaps my grandchildren will colour it one day and speculate as to what manner of man was their grandfather who "fought" at Loos and guarded (?) these shores in the Home Guard at the Battle of Britain and lived through two great revolutions.

Is Romance Dead?—But nothing will persuade me that any posterity will invest my father or myself with the colour of romance with which I have invested my grandfather and grandmother; and whether the reason for that be that "romance" is dead or that the writers of our day have splashed all the colour on the first quarter of the nineteenth century, I do not know.

The cool historian may well judge that Byron and Shelley were no more revolutionary phenomena than D. H. Lawrence or the post-war poets and artists; and that Caroline Lamb was no more significant than a Mrs. Barney (no more and no less). From which I might conclude that we get our ideas of romance from printed books and not from newspaper columns.

As for the "age of chivalry" (and romance), it has always been dying, and Burke was not the first to point it out.

But the age of chivalry and romance is no longer perhaps to be judged by each succeeding generation as newly dead or dying. "The good old days" are in another category. They will always go on dying from generation to generation. But something new has affected the growth of romance and stunted it. To-day photography and sound records have made it possible for us, whenever we please, to hear "the sound of a voice that is still," to *see* the participants in historic events and even unroll again a "battle long ago." I am pretty sure that, if we could unroll a film and play-over a "talkie" of Culloden, and refresh our minds by flashing on the screen that small group round Charles Edward on the stricken field making the decision to bolt across the Nairn, the "romance" of Culloden would be less. And so with the final advance down the bloody slopes to *Belle Alliance* at Waterloo. But the Waterloo era had not these aids, these clarifiers, these truthful *recognita*, and so we see it through the rose-colour of romance.

THREAT TO A SUSSEX VILLAGE

The Plan for Two By-Pass Roads is Being Opposed by Ditchling Residents

Below—
A FIFTEENTH-CENTURY COTTAGE IN THE SUSSEX VILLAGE OF DITCHLING: This is the home of Esther Meynell, the authoress who, together with other residents of Ditchling, has protested against a local development plan.

A VIEW FROM THE PARISH CHURCH OF ST. MARGARET: Looking towards the fine, early sixteenth-century timber-framed house which is situated south of the church and which is known as Anne of Cleves' House. It is proposed that one by-pass road would pass straight through one corner of the village, close to the church, past the pond and continue beyond the war memorial.

***Below*: CROSSWAYS, A PICTURESQUE FOURTEENTH-CENTURY HOUSE STANDING AT CROSSWAYS CORNER, IN THE CENTRE OF THE VILLAGE: There are several other fine old buildings in the village, notably the sixteenth-century houses and cottages in High Street and East End Lane. Ditchling is situated six miles north of Brighton.**

In 1939, residents of the Sussex village of Ditchling successfully contested a proposal to make a building estate at the foot of the rising slopes of Lodge Hill. Now they are faced with another problem. This time it is a county development plan put forward by the East Sussex County Council, which proposes to run two by-pass roads close to the village—one from north to south and the other from east to west. Residents say the roads would pass so close that they would spoil the amenities and character of the village, although the road running from east to west is not considered to constitute a serious threat. On the other hand, the north to south road would pass straight through one corner of the village, close to the thirteenth-century church and pond and continue on past the war memorial. Local residents have the support of their M.P., Major Tufton Beamish, and they have even gone so far as to call a large public meeting in order to discuss definite alternative proposals, which they have now referred to the County Council.

MATTERS OF PROTEST

Westminster and the City of London at Variance on a Highway Problem — Regency Houses and the Brighton Development Plan

MUCH ADO ABOUT THE VICTORIA EMBANKMENT: *Above, and above on right*—These two pictures show the Blackfriars Bridge end of the Thames Embankment, which lies within the City of London and is being remodelled with the tramlines removed. The same process is being carried out at the Parliament end of the Embankment, which is in the area controlled by the Westminster City Corporation. There has been much criticism in recent days of the fact that the central strip in the roadway is being treated differently by the two Corporations. While Westminster is laying a strip between the carriageways with flowering shrubs, the City is content with paving only. A uniform effort has been urged.

The inevitable conflict in London between the various authorities over the question of jurisdiction occurs frequently enough, most usually where borough boundaries meet, and the Metropolitan boroughs have to decide how road maintenance shall be carried out. Usually they sink their difference, and instead of dividing a road in half down the centre, they each accept a whole section of road to maintain. One of the latest cases involving two authorities is that of the Embankment realignment following the removal of the tram tracks. Apparently the City Corporation have decided to pave the central portion of the roadway, whereas Westminster prefer a curving central line of shrubs to divide the carriageways. The Westminster plan has wide support, and the curving green strip will certainly help to make this an even finer thoroughfare, and perhaps also reduce the glare of headlights from opposing traffic. Protagonists of both schemes have written to the Press, among them Lord Knollys, who has stoutly supported the Westminster plan, having special regard to pedestrians who use this stretch of Embankment to take a " breather " in the lunch hour.

THE TRAMLINES ARE UPROOTED AND THE KERB IS REALIGNED: Work in progress on the Westminster Corporation's section of the route between the Houses of Parliament and Blackfriars. Through the removal of the tram tracks this becomes one of the widest thoroughfares in London.

A DEVELOPMENT PLAN FOR BRIGHTON BECOMES A SUBJECT OF CONTROVERSY: Regency Houses in Grand Parade, between Sussex Street and Edward Street, which it is proposed should be demolished to make way for a new College of Art. Elsewhere in the town the development plan for Brighton County Borough proposes that a new Town Hall shall be placed near the Royal Pavilion. Since the publication of the plan residents have expressed their displeasure.

If a development plan for Brighton County Borough, which has been submitted to the Ministry of Housing and Local Government for approval, is passed, local residents and others claim that the alterations will transform the central section of the town into a largely modern setting. The plan proposes that a new Town Hall should be built opposite the east front of the Royal Pavilion, and a College of Art and other municipal buildings be erected between Sussex Street and Edward Street. In order to make way for these buildings many old houses would have to be demolished. On the proposed Town Hall site the houses were built between 1780 and 1810, and the majority are listed as buildings of special architectural or historical interest, while those now standing on the other proposed site have been likewise listed. Referring to the proposed demolition of these latter buildings, a letter to *The Times* signed by eleven prominent citizens requested that although none of these houses is of the highest architectural quality . . . consideration should be given to the views of those who wish to see the particular historic and architectural character of Brighton preserved.

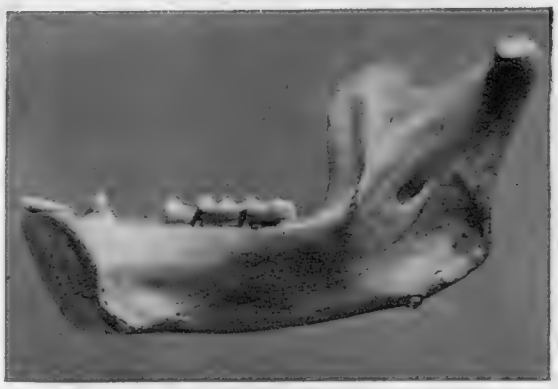
THIS IS THE SITE FOR THE PROPOSED NEW TOWN HALL OF BRIGHTON: If the plan for Brighton County Borough is passed, these houses in Pavilion Parade would have to be demolished. Six houses at the north-east corner of Old Steine (*seen below*) would also have to be demolished.

THE PILTDOWN RIDDLE

The Most Famous Anthropological Discovery of the Century has been Exposed as an "Elaborate Hoax"

AN IMAGINARY RECONSTRUCTION OF THE PILTDOWN MAN BASED ON THE DISCREDITED RELICS : These two busts, originally made for exhibition at the Festival of Britain in 1951, and now in the Natural History Museum, are based on a reconstruction of the original finds at Piltdown, in Sussex, in 1912. These remains were at the time thought to belong to a man of about 600,000 years ago. Now a report published by Dr. J. S. Weiner, Dr. K. P. Oakley and Professor W. E. Le Gros Clark states that the find is in parts a forgery. *On right*—A plaster cast of the Piltdown skull. The black areas are casts of the relics found in 1912. Most of the rest of the skull is made up of reverse casts.

THE CLAPHAM DENTIST WHO TOLD THE BRITISH MUSEUM FOUR YEARS AGO THAT HE SUSPECTED A HOAX : Mr. Alvan T. Marston considered the mandible and canine of Piltdown Man to be those of a modern ape.



THE EVOLUTION OF THE HUMAN JAW AS INTERPRETED AFTER THE DISCOVERY AT PILTDOWN : *On the extreme left* is an inside view of the right half of the lower jaw of modern man. *In the centre* is a similar view of the lower jaw of a chimpanzee, and *on the right* is the fragment of the lower jaw found at Piltdown in 1912. The similarity between the chimpanzee's jaw and that of the Piltdown Man has always puzzled anthropologists, who had been unable to reconcile it with the fossil cranium which obviously belonged to ancient man.

When, during 1912–13, remains were unearthed at Piltdown, in Sussex, which were thought to be relics of man some 600,000 years old, the discovery was hailed as one of the most important contributions to anthropology yet made. Indeed, as the oldest fossil remains discovered in Europe, the Piltdown Man has for more than forty years remained a central figure in anthropological and evolutionary thought. Now three experts have authoritatively stated that, though some of the remains are genuine fossils, others are modern. In fact, the excavations at Piltdown were the subject of "a most elaborate and carefully prepared hoax." The exposure of this fraud relieves experts of one of the most puzzling inconsistencies in twentieth-century discoveries. For Piltdown Man had always appeared as an aberrant form of man in the concepts of evolution which were formed as a result of discoveries in the rest of the world.

The diggings between 1912 and 1915 revealed a variety of remains. At the first site there was unearthed what is still admitted to be a genuine fossil cranium. Together with this was found an apelike jaw or mandible and a canine tooth. These remains were put together, as if belonging to one man. The resultant skull was put down to the Lower Pleistocene era, or up to 600,000 years old. Attention was immediately drawn to the ape-like jaw. This did not seem to fit in with the current theories of evolution, and was the first example of the ape and man characteristics making up the same skull. But a confirmatory discovery was made on a second similar site a few years later.

The main credit for the original discovery of the Piltdown Man went to Mr. Charles Dawson, a country solicitor who had for many years been an enthusiastic palæontologist in his spare time. By all accounts he was a mild-mannered man whose hobby brought him into frequent contact with scholars and experts in the archæological and anthropological world. He was assisted in the Piltdown discoveries by Sir Arthur Smith Woodward, of the British Museum. Charles Dawson died, honoured by the scientific world, in 1916.

It was not until 1949 that serious investigation was made into the authenticity of the fossils. First, a Clapham dental surgeon, Mr. A. T. Marston, who was responsible for the discovery of Swanscombe Man in 1933, announced that the jaw and tooth were those of a comparatively modern ape. Then three experts, Dr. J. S. Weiner, Dr. K. P. Oakley and Professor W. E. Le Gros Clark, set about the remains, making fluorine tests of them. As a result, it is stated by the three experts that, whereas the cranium that was first found is of the Upper Pleistocene era, perhaps 50,000 years old, the jaw and the tooth are modern. Since no modern man corresponds to the type of jaw and tooth discovered, they belong to an immature ape which is not native in contemporary England. In fact, the jaw and tooth had been deliberately imported into this country.

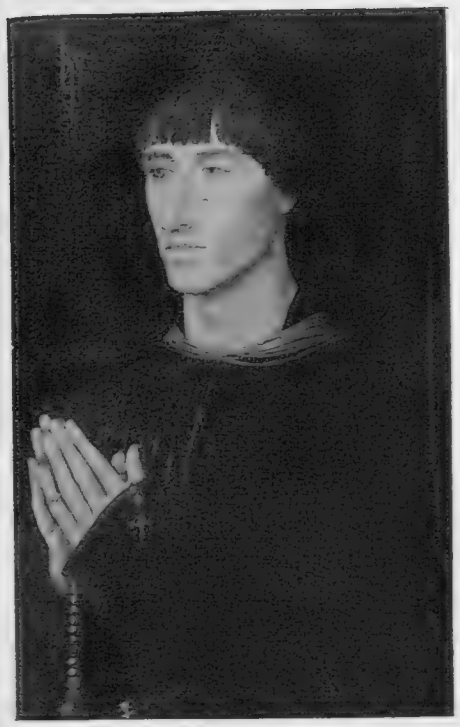
In addition, it has been established that the jawbone was deliberately stained so as to make it appear more ancient than in fact it was. Similar work was done on the remains and implements discovered at the second site, though one cranium there is also a genuine fossil, probably belonging to the skull discovered on the first site. The conclusion of the three experts is unmistakable :

> "From the evidence which we have obtained, it is clear that the distinguished palæontologists and archæologists who took part in the excavations at Piltdown were victims of a most elaborate and carefully prepared hoax. Let it be said, however, in exoneration of those who have assumed the Piltdown fragments to belong to a single individual, or who, having examined the original specimens, either regarded the mandible and canine as those of a fossil ape or else assumed (tacitly or explicitly) that the problem was not capable of solution on the available evidence, that the faking of the mandible and canine is so extraordinarily skilful, and the perpetration of the hoax appears to have been so entirely unscrupulous and inexplicable, as to find no parallel in the history of palæontological discovery."

THE SPOT WHERE THE PILTDOWN SKULL WAS UNEARTHED : This stone commemorates the discovery of the remains of Piltdown Man by Mr. Charles Dawson during 1912–15. Mr. Dawson, who was a country solicitor, died, highly regarded by scientists, in 1916.

"MARGARET, THE PAINTER'S WIFE," BY JAN VAN EYCK: This picture, signed and dated 1439, shows the artist's wife at the age of thirty-three. It was owned for centuries by the Painters' Guild in Bruges. Then it disappeared and was found in 1808 in the Bruges fish market, with the reverse being used as a board. The picture has been brought to London from Bruges Museum for the present Exhibition of Flemish Art at the Royal Academy.

"ST. LUKE DRAWING THE VIRGIN," BY ROGIER VAN DER WEYDEN: This picture, in the Boston Museum, is believed to be the original of a number of pictures on this theme. Van der Weyden was the greatest of Van Eyck's contemporaries.



"PHILIPPE DE CROY AS ADORANT": This portrait by Rogier Van der Weyden is believed to be the right-hand half of a diptych. The left-hand half, showing the Virgin and Child, is in New York.

FLEMISH ART COMES TO LONDON

A Varied and Intriguing Exhibition, Covering the Years 1300 to 1700, Opens at Burlington House to-day, December 5, and will Remain Open Until March 6

By R. H. WILENSKI

THE Flemish Exhibition at the Royal Academy is even larger than the Dutch Exhibition of last year. It is also more varied and intriguing—partly because it covers three centuries instead of one and partly because the Flemish School provides not only portraits, landscapes, genre and still-life pieces, but also devotional pictures, illustrations to the legends of the saints, allegories, mythologies and sidelights on the splendours and miseries of Flemish-Belgian history. The exhibition begins with Jan Van Eyck in the prosperous days of Duke Philip of Burgundy and it ends with Hendrik Van Lint, who went to Italy at the beginning of the eighteenth century and was nearly lynched as a sorcerer because a house that he was drawing in the Campagna suddenly collapsed, for no apparent reason. It has famous works from Brussels, Bruges and Antwerp, from the Louvre, from Vienna, and two or three from America; and English owners, headed by the Queen, have lent many pictures, including a whole gallery of portraits by Van Dyck.

Most Flemish paintings surviving from the "primitive" period are unsigned and undocumented, and no one, therefore, knows who painted them; and it is usual, for convenience, to accept the names guessed by specialist students till some evidence is discovered to prove them right or wrong. But Jan Van Eyck, most fortunately, signed all or nearly all his pictures, sometimes on the frame, and the inscription on the famous Bruges "Margaret, the Painter's Wife" also tells us that the lady was thirty-three in 1439, when it was painted. There is no signed picture by Rogier Van der Weyden, the greatest of Van Eyck's contemporaries, but he is known to have painted a "St. Luke Drawing the Virgin," which may well be the painting owned by the Boston Museum, where the Virgin sits within a flowered loggia with a view along a river, while St. Luke, genuflecting, works on a sheet of paper on a little board held uncomfortably in his left hand. There are several pictures of this subject from various periods in the exhibition, and in all the earlier examples the artist is not painting but drawing, because all portraits in the early days were produced in the studio from drawings made in the sitters' home or palace; but in a later work by Lancelot Blondeel, dated 1545, St. Luke is painting at an easel, and in the background the studio servant is grinding the artist's colours.

(*Continued on following page*)

THREE CELEBRATED WORKS BY HANS MEMLINC, FORMING THE PANELS OF THE FLOREINS ALTAR IN THE HÔPITAL ST. JEAN, AT BRUGES: *Left*—"The Nativity." *Centre*—"The Adoration of the Magi." *Right*—"The Presentation in the Temple." This justly-famed and much-loved triptych reveals Memlinc as a master of colour harmony. The artist acquired a great reputation even in his own lifetime, his pictures being acquired by the Medici family and various European Courts.

FLEMISH ART COMES TO LONDON

"THE LEGEND OF ST. URSULA": *Left*—The envoy is sent to Ursula's father, and (*right*) the "Worship of the Relics of St. Ursula." These are the first and last of eight scenes by an unknown Flemish artist who was earlier than Memlinc, and who painted the St. Ursula story for the Hôpital of St. Jean at Bruges.

"DR. ZELLE," BY BERNAERT VAN ORLEY: The names of the artist and the sitter form the border of the tapestry seen in the background. Zelle was doctor to the City of Brussels and lived next door to Van Orley, who was Court painter to Margaret of Austria, Regent of the Netherlands.

"THE CHILDREN OF CHRISTIAN II OF DENMARK," BY MABUSE: The little girl on the right is Holbein's "Duchess of Milan" as a baby. Mabuse painted the picture about the year 1526, when the children were staying with their Great-Aunt, Margaret of Austria. *(Reproduced by gracious Permission of Her Majesty the Queen.)*

"THE HUMANIST ÆGIDIUS IN HIS STUDY," BY QUINTEN MASSYS: Pierre Gilles (1486-1553), who later Latinised his name to Ægidius, was a friend of Erasmus and of Sir Thomas More.

(*Continued from previous page*)

The savage and expensive wars of Duke Charles the Bold (1466–1477) were a drain on the wealth of Flanders, but many artists, including Dirk Bouts, Hugo Van der Goes and Memlinc, were none the less employed; and it was probably then that the Sœurs Noires Convent in Bruges received the delightful series of eight panels, "Scenes from the Legend of St. Ursula," by the anonymous artist now known as the Master of the Ursula Legend, who tells the same story that Memlinc told some years later on the celebrated shrine and that Carpaccio told in the Scuola di St. Orsola in Venice. A feature of the Ursula Master's pictures is the union of naïf imagination with sharp observation of genre details; in the first panel, for example, where the King of England (or of the Picts) sends a message to the King of Brittany asking for the hand of Princess Ursula for his son, the messenger takes the letter from his master on the left, and, on the right, he enters the King of Brittany's palace garden, while a little dog yaps behind him and a monkey and a greyhound play together by the flower-beds; and in the last scene, where the relics of St. Ursula are worshipped, a woman, just arriving, buys votive candles at the entrance to the church.

It was in the brief reign of Maria of Burgundy, who was killed by falling from her horse in 1482, that Memlinc painted the "Floreins Altar," so called because it was donated to the Bruges Hôpital de St. Jean by Brother Jan Floreins; this justly famous and much-loved triptych (much smaller and, I think, much more engaging, than the large "St. John Altar-piece" in the same institution) bears Memlinc's name as the author, inscribed on the frame; at first glance the central panel may seem too sweet after the lynx-eyed realism of Jan Van Eyck, the Magi may seem too genteel; but if we come to it after looking at pseudo-Venetian or pseudo-Roman compositions of the sixteenth century or at the hectic drama in Baroque religious pieces, its gentle serenity and classical restraint are quite enchanting; and both the gesture of the Virgin to the Christ Child lying on Her mantle in the "Nativity" and the quiet little family scene in the empty church in the "Presentation" are irresistible.

Maria of Burgundy married Maximilian of Austria, which brought the Hapsburgs to the Netherlands; Maximilian's son, Philip the Fair, married Joanna, daughter of Ferdinand and Isabella of Spain, which brought the Spain of Torquemada's Inquisition; and when Philip died and Joanna went mad, Margaret of Austria became Regent for their son (the future Charles V) from 1506 to 1530. The exhibition has charming anonymous portraits of "Philip the Fair" and "Joanna the Mad," who were eighteen and seventeen when they married, and a portrait of "Margaret of Austria," ascribed to Bernaert Van Orley, which was probably like her, though it hardly suggests her qualities of mind and sensibility—for she was a woman of parts who wrote pretty, sentimental poems and collected many pictures (Van Eyck's "Arnolfini and His Wife," in the National Gallery, belonged to her). Van Orley, one of Margaret's Court painters, signed the celebrated portrait of "Dr. Zelle" in 1519; a few years later he attended some Protestant sermons and was questioned, but acquitted, by the Inquisition (which burned its first Flemish victims in 1523); and he may have visited Italy as his elaborate religious pictures have "Romanist"-style features. Others working in this Regency were Mabuse (Jan Gossaert), Gerard David, who lived in Bruges, and Patinir and Quinten Massys, both active in Antwerp. Mabuse, in Rome in the Papacy of Julius II, was really

GERARD DAVID'S "SCENES FROM THE LEGEND OF ST. NICHOLAS": In one of these scenes St. Nicholas leaves three money-bags on the window-ledge as dowers for an impoverished nobleman's three daughters, who are seen tucked up in bed. In the painting on the left the Saint is bringing back to life three little boys who have been murdered by an innkeeper, who plunged them into a tub of brine.

LANCELOT BLONDEEL'S "ST. LUKE PAINTING THE VIRGIN": The artist is painting on a panel with a rounded top. In the next room, the studio assistant is grinding colours. The fantastic ornamental surround is characteristic of Blondeel's style at one period.

JOACHIM PATINIR'S LANDSCAPE, WITH "THE FLIGHT INTO EGYPT" AND "THE MASSACRE OF THE INNOCENTS": Patinir, one of the earliest of the Flemish landscape painters, worked in Antwerp about 1515. All his pictures are panoramas, with blue distances and rocky hills rather dominating the landscape.

"SOLDIERS PLUNDERING A VILLAGE," BY PIETER BRUEGHEL: This is a version of Brueghel's famous "Massacre of the Innocents." Here animals, fowl and bundles are substituted for the innocents. *(Reproduced by Gracious Permission of Her Majesty the Queen.)*

more influenced by antique sculpture than by Roman painting, as his "Adam and Eve," lent to the exhibition by the Queen, makes clear; and he is seen at his best, I think, in "The Three Children of Christian II of Denmark" (showing Holbein's Duchess of Milan as a baby on the right) which he painted for Margaret, their great-aunt. Bruges Museum owns a "Baptism of Christ" ascribed to Gerard David, who is also believed author of the charming panels in this exhibition, "Scenes from the Legend of St. Nicholas," where the Saint slips three money-bags through the window to dower an impoverished nobleman's three daughters while they sleep, tucked up in bed. Joachim Patinir, leading landscape painter of the period, is represented by a "Flight Into Egypt" with a "Massacre of the Innocents" in a Flemish village and a heathen idol falling as the Holy Family passes by it up a mountain pass. Quinten Massys, painter of the delicate "Banker and His Wife" in their counting-house, which belongs to the Louvre, is also the author of Lord Radnor's "Portrait of the Humanist Ægidius in His Study," where the drawing of the sitter's characteristic features and sensitive hands is exquisite.

Under Charles V and Philip II—when the Netherlands were distracted by civil and religious struggles, and the Iconoclasts destroyed a great many pictures—there was continuous exodus of Protestant and other painters from the country. Some, like Hans Ewouts, Marcus Geeraerts (Gerard) and Lucas de Heere, came to England, others went to Holland and Germany, and Jan Massys (son of Quinten), who painted elegant nudes, went probably to Fontainebleau. But many artists, despite the troubles, were active in all the provinces, painting religious pictures, allegories, portraits, landscapes and genre pieces. The Spaniards and the church authorities favoured artists who had been to Italy and Frans Floris, Michael Coxie, Jan Cornelis, Vermeyen and Marten de Vos all had their patronage on returning from Rome or Venice.

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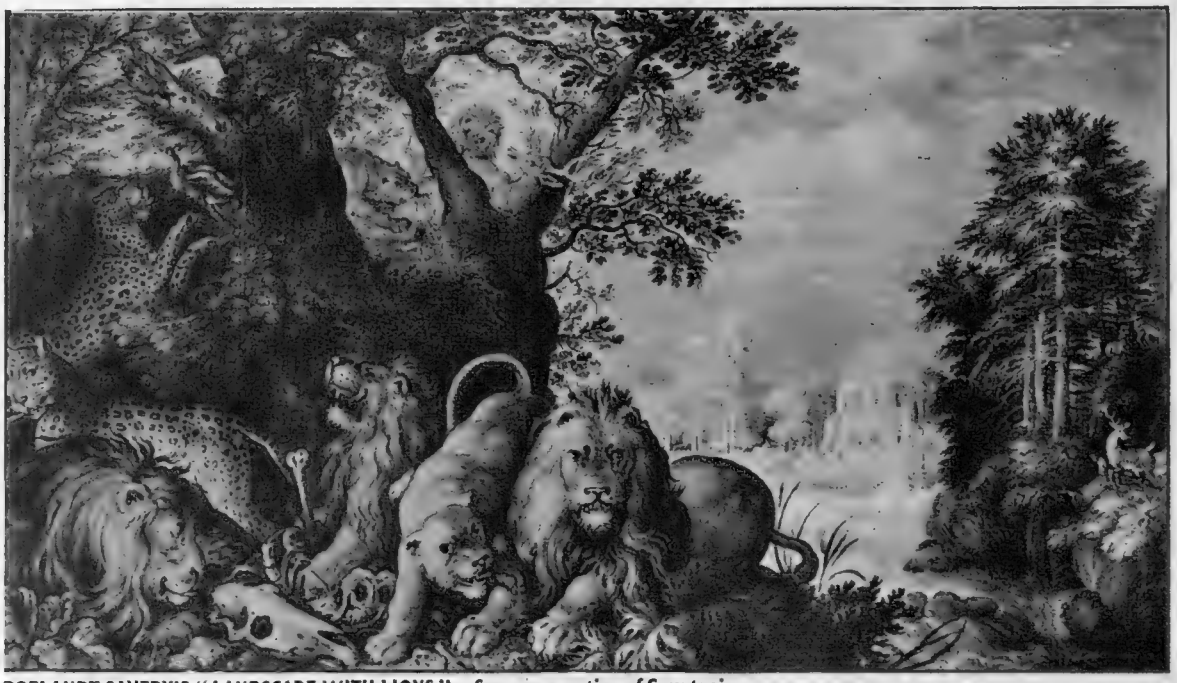
PIETER BRUEGHEL'S "DEATH OF THE VIRGIN": This is one of Brueghel's rare religious subjects. It is almost a monochrome, as though designed for an engraving. Rubens had this picture in his own personal collection.

FLEMISH ART COMES TO LONDON



ROELANDT SAVERY'S "LANDSCAPE WITH LIONS": Savery, a native of Courtrai, specialised in woodland scenes with animals and birds. He worked in Prague and in Holland and was a contemporary of Rubens.

"QUEEN HENRIETTA MARIA," BY VAN DYCK: This is one of three studies which were made specially to be sent to the sculptor Bernini in 1639. *(Reproduced by Gracious Permission of Her Majesty the Queen.)*

LOUIS PRIMO'S "THE YOUNG OFFICER": Louis Cousin (1606-c. 1667) went from Brussels to Rome, where he was known as Primo, and there he painted religious pictures. His portraits are rare.

"NATURE ADORNED BY THE GRACES": This work by Rubens was perhaps a design for a tapestry. *On right*—RUBENS' "PORTRAIT OF A YOUNG LADY": *(Reproduced by Gracious Permission of Her Majesty the Queen.)*

VAN DYCK'S "HEAD OF A MAN": This picture is from the collection of Sir Bruce Ingram. It is one of the less widely-known examples of Van Dyck's art.

(Concluded from previous page)

The portrait painters in vogue among the Spaniards included Adriaen Key, painter of a splendid "Portrait of a Man" (owned by the Brussels Museum), which heralds the National Gallery's "Van der Geest" portrait by Van Dyck; and Willem Key, who heard Alva give the order for the execution of Counts Egmont and Hoorn while he was drawing his portrait and is said to have died of chagrin at the shock. Among the genre painters, Joachim Beuckelaer produced most curious market scenes with religious subjects in the background and tavern episodes discreetly labelled "The Prodigal Son"; and Marten Van Cleve painted a disorderly house scene (later owned by Rubens) and a "Flayed Ox"—a subject painted some ninety years later by Teniers and Rembrandt. The landscape painters included Jan de Hollander, who could often be seen leaning out of his window making studies of the sky; Frans and Gillis Mostaert, painters of moonlight effects, snow pieces and conflagrations; Hans Bol, who was driven destitute from Malines when the Spaniards sacked it; and Jacob and Abel Grimmer, Gillis Van Coninxloo, Lucas Van Valkenborch and Tobias Van Haecht, the first master of Rubens. And in the midst of all these was Pieter Brueghel the Elder, who surpassed all the genre and landscape achievements of his time and made crypto-protests against Alva's persecutions and painted, in monochrome, the great and moving "Death of the Virgin."

At the turn of the century, when Holland won her independence, the Jesuit dominance in the Spanish Netherlands began. Under the Archduke Albert and the Infanta Isabella hundreds of altar-pieces were painted for Jesuit and other churches and for new religious houses; and for these works the atelier of Rubens, who came back from Italy in 1609, set the style and standard. Rubens also set new standards of bravura in his hunting-pieces and allegories with nude figures painted for the most part from his sketches by Snyders, Wildens, Van Uden, Van Thulden, the stupendous Jordaens and others who worked with him.

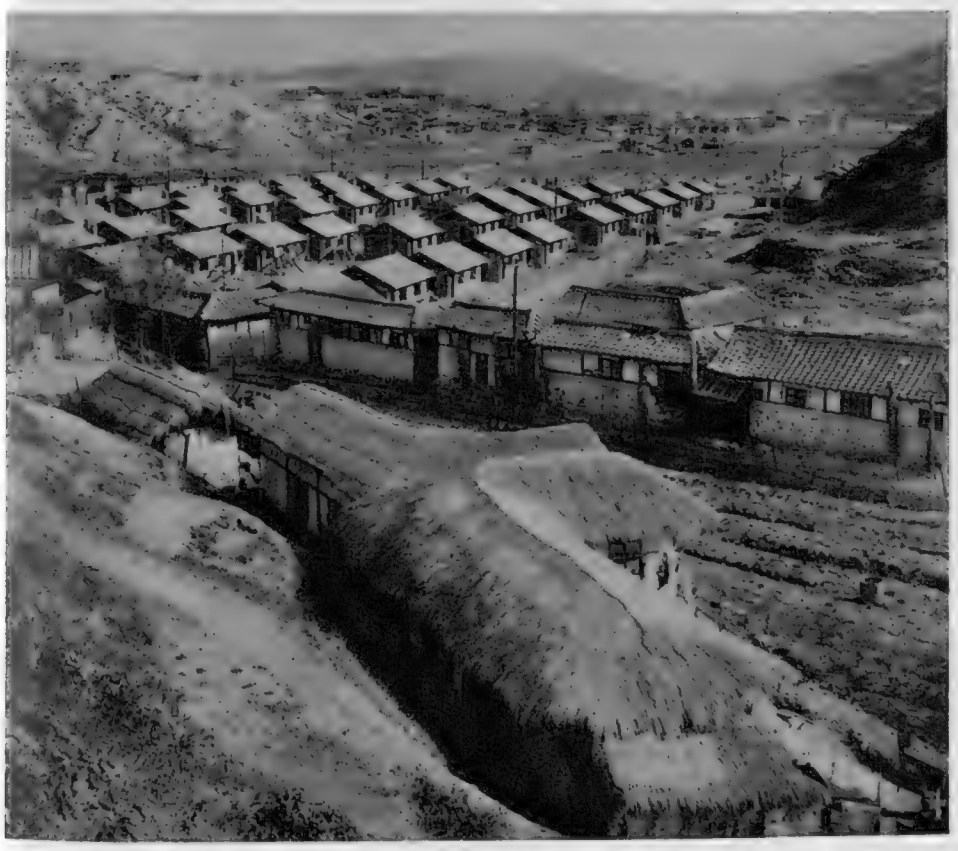
Rubens and Van Dyck are so famous that many presume them—with Jordaens and Teniers—the only good Flemish artists of the seventeenth century. But, in fact, there were others. In the early days, for example, Pieter Brueghel's son, Jan (Velvet) Brueghel, painted delightful flower-pieces and landscapes with genre figures; his brother, Pieter Brueghel the Younger may have painted the Hampton Court "Soldiers Plundering a Village"—a version of his father's "Massacre of the Innocents," with calves and fowl and bundles substituted for the slaughtered infants; and Roelandt Savery, painter of the "Landscape With Lions" in this show, produced many charming forest scenes with birds and animals which delighted the Emperor Rudolf II for whom he worked (like Bartholomeus Spranger, painter of mythologies) in Prague. And after 1641, when Rubens and Van Dyck were dead, there was copious output of landscapes with genre figures in the old tradition. Robert Van Den Hoecke, a favourite with the Archduke Leopold Wilhelm, was author of a spirited "Skating on Brussels Moat"; wooded landscapes were painted in Soignes Forest by Jacques D'Arthois, and Italianate landscapes by Flemings, who had worked at the Gobelins or who went to Rome and were influenced by Claude and Poussin; and Jan Siberechts, who had painted peasants crossing fords in Antwerp, came to England about 1672 and forestalled here some aspects of English landscape painting in his "Nottingham and the Trent" and "prospects" of noblemen's estates and mansions.

FROM PARIS TO SEOUL

AND BUILDING NEWS FROM THE UNITED STATES AND GERMANY

FRENCH MAYORS HOLD A PROTEST MEETING IN PARIS : M. Tremintin, the Mayor of the small town of Plouescat, in Brittany, and the Chairman of the French Mayors' Congress, is seen reading a declaration in front of the Ministry of Finance in the Louvre Palace building. Around him are standing other mayors. The declaration was a protest against a Government measure which reduces the power of official dignitaries. Before the meeting, the mayors, each wearing their tricolour belts of office, had marched through the city.

A BREATH OF THE OLD WORLD IN NEW YORK : These rows of cottages, reminiscent of Chelsea, are to be found in the heart of Manhattan off uptown Broadway. These twenty-seven little houses, now dwarfed by huge blocks of flats, were once the homes of wealthy actors and actresses, artists and architects. The street is known as "Pomander Walk," after the Broadway play of the same name. The sets of this play, which was staged in 1911, inspired a New York restaurateur, Thomas Healy, to build the cottages in 1921.



NEW HOUSES FOR SEOUL : Neat rows of new cemented houses stand in contrast to the older buildings in the South Korean capital. These form the beginning of a 500-house project which has been undertaken to alleviate the housing shortage in Seoul, which has twice been destroyed in fighting during the past three years. Unlike the typical houses in the foreground, the new buildings will have walls made of mud tiles covered by cement.

AN OBSERVATION TOWER THAT APPEARS TO BE ON FIRE : Although smoke is pouring from the top of this observation tower at Offenberg, near Strasbourg, Germany, no one is attempting to extinguish it. This is because the tower has been built to hide the ugly brickwork of the chimney of a big printing and publishing plant. On the top of the tower a small bar is being built and the tower is already equipped with a lift that enables visitors to make the 150-ft. vertical journey in 55 seconds. Although the view from the top is claimed to be extensive, it would appear that it might often be rather obscured by smoke. The designer of the tower was Walter Neff, of Zurich, assisted by an Offenberg firm.

THIS IS CLAIMED TO BE THE MOST POWERFUL RADIO TRANSMITTER IN THE WORLD : A view of the United States Navy's radio station which has recently been completed at Arlington, in Washington. The transmitter was dedicated by Brig.-General David Sarnoff, the Chairman of the Board of the Radio Corporation of America, who tapped out a message to United States naval vessels throughout the world. Within six minutes an acknowledgment was received from the battleship *Wisconsin*, serving in Japanese waters, and from many other ships scattered throughout the oceans of the world. The station covers more than 700 acres of land, and has ten aerial antennæ. The 1,200,000-watt transmitter is powerful enough to send messages to submerged submarines. Because of the exceptional power of the low-frequency messages sent from Radio Jim Creek, as the station has been named, they will be very difficult to jam, and even magnetic storms will not affect the waves to any great degree.

NEWS FROM SCOTLAND

A New Window for Glasgow Cathedral; the Installation of the Principal of St. Andrews; Salmon Spawning in Highland Glens

WORKING ON MR. J. H. CALDER MACLEOD'S GIFT TO GLASGOW: Mr. Arthur Howe, the chief glazier, puts the finishing touches to the lower portion of the three-light window for the choir in Glasgow Cathedral. The window is the gift of Mr. J. H. Calder MacLeod, and is to replace the Munich glass. *On right*—Mr. Howe and the designer of the window, Mr. E. Liddall Armitage, at the Whitefriars studios of James Powell and Sons, at Wealdstone, Middlesex. Mr. Armitage's design, in collaboration with Professor A. E. Richardson, is in grisaille, which provides lively colour without shutting out the light. The centre light measures 13 ft. by 2 ft. 7 ins., and each of the side lights is 13 ft. by 1 ft. 11 ins. In the uppermost piece of tracery the MacLeod coat-of-arms has been introduced. The new window will be placed into position in Glasgow Cathedral shortly, and the provisional date for the ceremony of dedication is Sunday, December 13.

STUDENTS OF ST. ANDREWS WAITING TO GREET THEIR NEW PRINCIPAL: The traditional snake of students weaving in and out of the traffic in North Street, St. Andrews, before they went to the Younger Graduation Hall, where Mr. T. M. Knox was installed to the office of Principal of St. Andrews University before a distinguished gathering.

STRIPPING SALMON OF THEIR EGGS AT LOCH POULARY: Salmon being removed from the heck, or artificial barrier, at Loch Poulary, Glen Garry, in Perthshire. A similar barrier has been established in Glen Moriston, in Inverness-shire. This is part of the scheme of the North of Scotland Hydro-Electric Board's £60,000 fish hatchery at Invergarry. The aim of this hatchery is to preserve the stock of salmon in the rivers affected by the Garry and Moriston Hydro-Electric schemes. After the eggs are hatched at Invergarry in three to five months' time, the salmon fry will be distributed to suitable places in the rivers and streams in the two glens.

On right—

THE PRINCIPAL OF ST. ANDREWS UNIVERSITY ADDRESSES THE STUDENTS: Mr. T. M. Knox, the newly-installed Principal of the University, shows himself to the students who had "called on him" during the traditional torchlight procession. With Mr. Knox is, right, the Duke of Hamilton, Chancellor of the University, who invested the Principal with the powers of Vice-Chancellor, and the Earl of Crawford and Balcarres, the Rector of St. Andrews.

THE KNOYDART ESTATE IS TO BE SOLD—LOOKING WESTWARDS FROM THE SUMMIT OF LADHAR BHEINN : In the right middle distance of this picture is the Point of Sleat of Skye and, beyond it, the mountains of the Isle of Rum. Knoydart estate, which is at present owned by Lord Brocket, is to become the property of a London family trust. Among the new owners will be Viscount Bracken, who, as Mr. Brendan Bracken, was Minister of Information during the war, and Colonel Oliver Crosthwaite-Eyre, Conservative M.P. for New Forest. The estate will be converted into cattle-rearing country and some afforestation will be attempted.

THE PEACEFUL BEAUTY OF THE KNOYDART COUNTRY : This is Inverie Bay, and behind the steep slope on the left lies the magnificent mountain Ladhar Bheinn. In the centre of the picture is the sharp peak of Sgurr na Ciche, which lies at the head of Loch Nevis which forms the southern boundary of Knoydart.

THE WILD AND WINDING ROAD TO KNOYDART : This is the only means that the village of Inverie has of communicating with the hinterland other than by the sea. The road runs in a north-easterly direction from Inverie, skirting the southern shore of Loch Hourn, as far as Kinlochourn.

A SCOTTISH ESTATE CHANGES HANDS

The Rugged but Beautiful Knoydart Country is to be Used by the New Owners for Rearing Cattle

The Knoydart estate, on the west coast of Inverness-shire, like so many other places in the Highlands, is suffering seriously from depopulation, but a recent announcement in the press has brought new hope to the few inhabitants who remain in the area. The announcement is that the estate, which is at present owned by Lord Brocket, is to be sold to the Eyre Trustees—a London family trust. Among the members of the Trust are Viscount Bracken and Colonel Oliver Crosthwaite-Eyre, the Conservative M.P. The Trust hope to use the area for raising cattle and forestry work. The population of the Knoydart Peninsula has dwindled, during the last half-century, from 2,000 people to a mere 85, and it is hoped that the new owners' scheme will give fresh life to the estate.

The peninsula of Knoydart lies north of Mallaig and is bounded by Loch Hourn on the north side and on the south side by Loch Nevis. Access to the area is difficult, as there is no classified roadway from the hinterland, and communications are almost entirely by sea. A launch arrives daily at the jetty in Inverie, the largest village in the area, and lands the mail and the heterogeneous assortment of foodstuffs and goods necessary to sustain life in the estate. During the summer season this launch is often crowded with gaily-clad tourists, who hope to forget their humdrum city lives for a short while by hiking through the wild and desolate but very beautiful glens and mountains of the Knoydart country. On occasions, the launch, after crossing to Inverie, made the trip up to the head of Loch Nevis, ploughing through the tide rip of Kyleknoydart on the way. But this no longer happens ; the few cottages situated at the head of the loch are now deserted.

The only other means that Inverie has of communicating with the outside world is by the unclassified road that runs in a north-easterly direction to Glendulochan and then on to Kinlochourn. If a rambler is determined to leave the peninsula without returning by sea from Inverie, this is the road that he must take. It passes by several mountains that offer many climbing opportunities. Among these is Ladhar Bheinn, which is over 1,500 ft. in height. Another short detour, well worth while, is to leave the road at Barrisdale, which has only two or three houses, and wander along the shores of Loch Hourn, one of the finest fiords in Scotland.

The expected transformation of this desolate area into cattle-raising country will make very little difference to the tourists who visit it every summer, but to the few inhabitants that are left, it is going to mean a great deal. It will mean that they will not have to follow their former neighbours, who have been leaving the peninsula to find their livings elsewhere.

SUNDAY CALM IN INVERIE : This simple church is the only one in the village. It is thought that Inverie will be developed under the new scheme.

A NEW LOOK FOR CENTRAL SWANSEA: This is a panoramic view of the centre of Swansea looking inland. On the left of the picture is the new department store of Boots Limited, facing on to the new dual carriageway of Princess Way, which runs from the left of the picture towards the centre, where it joins Kingsway at the roundabout. In the centre foreground are the new rest gardens known as Castle Gardens. The road to the right of the gardens is Castle Street. The buildings on the left side of this street are completely new, while the large white building on the right was burned down during the blitz and has now been completely restored. The road itself has been widened before rebuilding. On the right of the picture is the Norman Swansea Castle. In the past, buildings have been constructed attached to the Castle, but these are to be removed to permit a better view of the Castle—Swansea's chief historical exhibit.

MAKING THE NEW SWANSEA

A Hard-hit Welsh Seaport Sets About Rebuilding Its Town Centre in the Wake of the German Blitz

On left—

KINGSWAY WITH ITS NEW DUAL CARRIAGEWAY: This is one of the handsome new roads built in order to bisect central Swansea. Kingsway was opened by Princess Margaret in November 1950.

THE CHANGED FACE OF THE BISHOP GORE GRAMMAR SCHOOL: *Left*—The former school on Mount Pleasant which was gutted by fire during the blitz. *Right*—The modern school which replaces it in the suburb of Sketty. During the war six schools were destroyed in central Swansea and twenty were destroyed within the County Borough.

It would be hard to assess which was Britain's hardest-hit seaport in the Second World War, but Swansea's record of destruction was formidable indeed. Of the 38,260 houses in the borough over 27,000 were either seriously damaged or needed first-aid repairs, and an additional 800 were completely razed to the ground. This is a grim record, and when it is considered that 450 shops were destroyed or badly damaged, also 45 hotels and public-houses, 60 industrial buildings, 39 warehouses, 18 places of worship and twenty schools, some idea of the volume of reconstruction that lay before Swansea at the war's end can well be imagined.

As was the case with London, Plymouth, and many other great centres of population, plans for rebuilding were laid even before the close of hostilities, and so on April 17, 1946, it was possible to make an application to the Ministry for a Declaratory Order. A declaratory area of 134 acres was confirmed by the Ministry in 1947, and so Swansea was able to go ahead with her great plan of reconstruction. That the County Borough is doing a grand job is evidenced by these pictures.

Work actually began on the first stage roadworks, a new dual highway to be named Kingsway, on November 1, 1948, and exactly two years later on November 1, 1950, the road was declared open by Princess Margaret. The rebuilding has been planned with imagination and consideration for future heavy traffic, many of the old roads disappearing to make way for new highways and gardens. The main roads that were wiped out in the blitz were Goat Street, Waterloo Street and Temple Street, together with a number of minor streets and alleyways.

In the new plan the two main roads will be Kingsway and Princess Way. These are dual carriageways running at right-angles to one another and crossing at a roundabout in the town centre. Kingsway, running roughly parallel with the coast, will carry the bulk of the traffic east and west through the town. Though at present only approximately half-a-mile in length, Kingsway will eventually be extended westward to the Civic Centre, making an overall length of one mile.

Princess Way, which runs roughly north to south, has now been constructed to a length of a quarter-of-a-mile in the centre of the town. It is proposed to extend this road northward to join the Carmarthen Road, and to do this it will be necessary to demolish two whole streets—Orchard Street and Dyfatty Street.

To the south Princess Way will join up with the New Jersey Marine arterial road, which is a new dual highway running along the coast east of Swansea, shortening the road distance between Cardiff and Swansea by six miles. When completed Princess Way, like Kingsway, will run a distance of approximately one mile. In addition, a third dual carriageway is being planned to encircle the complete shopping centre of the town.

Work on the first permanent shop in Swansea began on December 18, 1952. By September 1953, fifteen blocks of shops had been completed, containing twenty-five shops in all, while two warehouses, one building for a light industry and B.B.C. studios had been finished. Under construction at the same time were sixteen blocks of shops, comprising twenty-six shops in all, and also two warehouses.

Meanwhile, awaiting building licences were more blocks which, when constructed, would contain in all thirty-one shops.

Up to the present time rebuilding of the town has cost £3,000,000. Of that amount, £850,000 is the estimated cost of buildings completed. Expenditure on other buildings now in the course of construction is estimated to be £1,000,000.

THE OLD OXFORD STREET AND THE NEWLY EMERGING OXFORD STREET: *Left* —This is a pre-war picture of the street, showing where it was crossed by a narrow road which is now replaced by the handsome dual carriageway known as Princess Way. *Right*—The same crossing to-day, showing new shops completed or under construction. One-third of the main shopping area was destroyed in the blitz, and throughout the whole borough no fewer than 450 shops were destroyed.

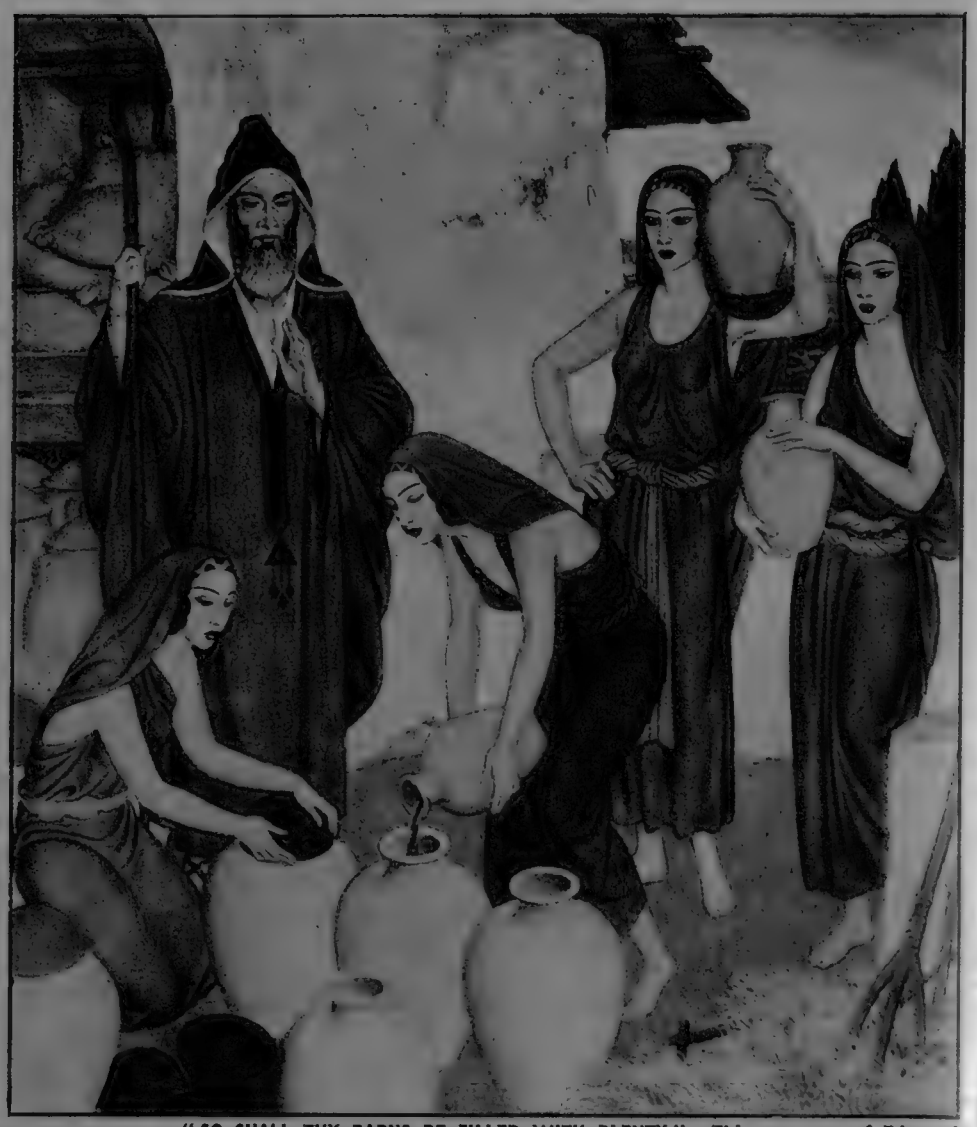
THE NEW CLWYD SCHOOL AT PENLAN : The Penlan Estate lies on the outskirts of Swansea, and is a notable example of post-war housing development. Over 4,000 new dwellings have been constructed in Swansea since the war, of which a quarter are temporary bungalows. The new schools have kept pace with the new neighbourhood units.

ST. HELEN'S ROAD, YESTERDAY AND TO-DAY : A pre-war picture of the road which, renamed Kingsway, is seen in the picture below as it now appears. Kingsway and Princess Way, both 60-ft. dual carriageways, are the principal new thoroughfares of post-war Swansea. Kingsway runs parallel with the coast.

THE ART OF EDMUND DULAC

A Memorial Exhibition in London for One of the Most Talented Artists of Our Day

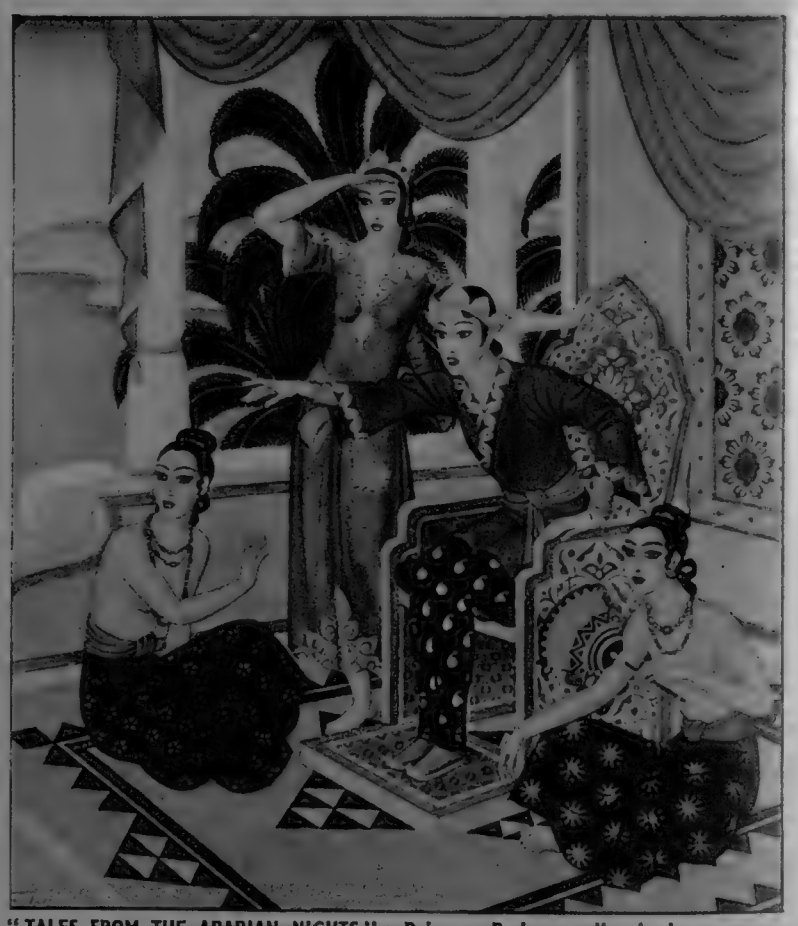
ONE OF EDMUND DULAC'S ILLUSTRATIONS FOR THE SECOND NUN'S TALE IN "THE CANTERBURY TALES": This painting is included in the Memorial Exhibition now being held at the Leicester Galleries, showing a representative selection of Dulac's work. The artist died in May of this year at the age of seventy-one. He was born in Toulouse, but became a British subject some years before the First World War.



"SO SHALL THY BARNS BE FILLED WITH PLENTY": This was one of Edmund Dulac's illustrations for the Proverbs, also included in the Memorial Exhibition. It evidences Dulac's preoccupation with the Oriental world.

PRINCE CHARMING (MR. DIAGHILEFF) IS LED TOWARDS THE CASTLE OF THE SLEEPING BEAUTY: In this style Dulac adopts the cartoonist's approach.

GEORGE MOORE, A CARICATURE EFFIGY: Here is another manifestation of Edmund Dulac's art. As a caricaturist he has had few equals.



"TALES FROM THE ARABIAN NIGHTS": Princess Badoura, disguised as a man, sights Prince Camaralyman on the ship. Dulac illustrated many volumes of fairy tales, and also a fine edition of Shakespeare's *The Tempest*.

"THE FOUR HORSEMEN OF THE APOCALYPSE": This macabre drawing is an illustration for The Book of Revelations carried out by Edmund Dulac.

A man who described his recreations as making bamboo flutes, studying the psychology of art, and studying music (provided it did not come from North-West Europe) could rightly be suspected of originality and manysidedness; and surely that was essentially the character of Edmund Dulac, the French-born painter who became a British subject and whose work extended into so many fields.

This manysidedness is well brought out in the Memorial Exhibition now being held at the Leicester Galleries, a most appropriate spot, by the way, for there it was that Dulac held his first private shows when he came to live in London in Edwardian days.

Edmund Dulac was born in Toulouse in 1882 and was educated at Toulouse University. He read law unwillingly in his early days and then at Toulouse Art School he came into his own. Later he studied at the Academy Julian in Paris, and before long he was exhibiting at the Paris Salon.

When he came to settle in England, Dulac worked mostly as an illustrator. His early books became well known and popular (*The Arabian Nights*, 1907; *The Tempest*, 1908; *The Rubaiyat of Omar Khayyam*, 1909; Edgar A. Poe's *Poems*, 1911). The original drawings were shown in eight exhibitions at the Leicester Galleries from 1907 to 1915. In 1919 Dulac made a series of caricatures which appeared weekly in *The Outlook*. His work as a caricaturist included numerous dolls, and his figure of the novelist George Moore is included in the present exhibition.

In the '30's Dulac began his career as a medalist and stamp designer. In 1935 he designed the King's poetry medal. The Coronation stamps bearing the heads of King George VI and Queen Elizabeth were by Dulac. In 1940 he designed the stamps and bank notes for the Free French. He also designed interiors, stage settings and playing-cards.

Edmund Dulac was a man of ingenious and amusing hobbies. He was an expert revolver shot and, as has been recounted above, a performer on bamboo flutes, which he made himself and played with his nose.

He died in May 1953. As Mr. Wilenski says in his introduction to the exhibition catalogue: "He was a man who aimed within his limits at perfection, and, within those limits, he habitually attained it." What more satisfying epitaph could there be than this?

THE REPRESENTATIVES OF SIX WESTERN EUROPEAN NATIONS MEET AT THE HAGUE: From left are M. Paul van Zeeland, Foreign Minister of Belgium; Signor Pella, the Italian Prime Minister; M. Joseph Bech, Foreign Minister of Luxembourg; Dr. Konrad Adenauer, the West German Premier; Mr. Beyen, the Dutch Foreign Minister, and M. Alexander Parodi, Secretary-General at the French Foreign Ministry, who represented M. Georges Bidault, the Foreign Minister, who was delayed by the debate in the French Assembly. The uncertainty of the French attitude towards the European Defence Community cast a shadow over the early days of the meeting at The Hague, and the French National Assembly's qualified support of M. Bidault's policy by only a small majority has done little to ease the difficulties of the representatives of "Little Europe." The problems facing the ministers at The Hague vary from questions on the constitution of Upper and Lower European assemblies to the actual formation of the European Army.

THE POLITICS OF WESTERN EUROPE

The Six Representatives of "Little Europe" Meet at The Hague; the Foreign Secretary Goes to a Party at the German Diplomatic Mission in London

THE FOREIGN SECRETARY ATTENDS A GERMAN PARTY FOR THE FIRST TIME SINCE THE WAR: At the headquarters of the German Diplomatic Mission at Rutland Gate, London, Mr. Anthony Eden is seen with Frau Schlange-Schoningen, Dr. E. Schlange-Schoningen, right, head of the German Diplomatic Mission, and (left) Dr. H. von Brentano. The party, which was held in honour of Dr. Brentano, who is chairman of Dr. Adenauer's Christian Democrat Party, was notable for the presence of the Foreign Secretary, and the Under-Secretary of State, Mr. Anthony Nutting. In the foreground can be seen an Adventskranz—a crown interleaved with fir branches mixed with pine cones. It is an old German custom to light the four red candles four Sundays before Christmas, and extinguish them one by one each week.

WHERE "LITTLE EUROPE" DISCUSSED ITS DIFFICULTIES: The Palace of the Counts of Holland (Binnenhof) at The Hague, illuminated for the conference of the representatives of France, Belgium, Holland, Luxembourg, West Germany and Italy. The thirteenth-century palace is the home of the Dutch House of Commons. On the walls of the conference room are the works of Dutch old masters.

HUNGARY BEAT ENGLAND BY SIX GOALS TO THREE—TWO SCENES FROM THE INTERNATIONAL MATCH AT WEMBLEY STADIUM LAST WEEK: *On left*—The England centre-half, H. Johnston (in the white shirt, on the right) is challenged by a Hungarian attacker, while the England goalkeeper, G. Merrick, prepares to receive the ball. *On right*—The Hungarian XI score their first goal. Merrick is seen with arms outstretched as he leaps, in vain, to stop the ball shot into the net by the Hungarian centre-forward Hidegkuti. The International match against Hungary brought to an end England's proud record of never having lost a home match to a team from the Continent.

England's record of never having lost a home match to a football eleven from the Continent during the last ninety years was shattered not through bad play by the English eleven, but by some of the most brilliant football ever seen at Wembley on the part of the Hungarians. Nearly every pass by a Hungarian player found its mark with a speed and accuracy which the English XI could not suppress.

The Hungarians established their superiority within ninety seconds of the kick-off, when Hidegkuti, using a body swerve that completely foxed the English defence, shot the ball into the net from a distance of 16 yards. This, for England, was the shape of things to come, and the game ended with Hungary being the undisputed and well-deserved victors of a memorable match.

The Home News in Pictures

The INTERNATIONAL at WEMBLEY

Coaches for Canadian Underground Railway; The Duke and Duchess of Kent at the Cinema; Training Comet Pilots; and Other Home News Pictures

A BRITISH FIRM IS CHOSEN TO BUILD COACHES FOR CANADA'S FIRST UNDERGROUND RAILWAY: Inside the Gloucester Railway Carriage and Wagon Company's workshop, where men are busy assembling some of the coaches for the new railway. The Company obtained the order for the coaches, which will be used on the New Yonge Street Subway in Toronto, in the face of opposition from the United States, Canada and firms from Europe. The Gloucester Railway Carriage and Wagon Company have been building coaches for railway systems throughout the world since 1860. Rather similar to the coaches used on London's Underground system, the wagons are known as 104 rapid transit cars, and are being built for a track of 4 ft. 10⅞-in. gauge. The coaches are 57 ft. long and 10 ft. wide, seating sixty-two passengers, with ample standing room, and three power-operated sliding doors either side. When in operation, the carriages will be used in sets of two, but during rush hours this will be increased to eight cars carrying some 40,000 passengers per hour.

AN INTERIOR VIEW OF ONE OF THE NEW COACHES BEING BUILT FOR CANADA: The workmen in this coach are testing the lighting. In the event of a power failure, battery-operated lights will be used.

A FAST 48-FT., STEEL, PASSENGER LAUNCH FOR SERVICE ON LAKE MARACAIBO, VENEZUELA: The boat, which was built by John Thornycroft and Company, will be used for carrying men and material to the oil drilling rigs on the lake, where weather conditions are frequently very severe and the craft are liable to battering against the steel and concrete platforms when landing or taking off the drilling crews. Three Rolls-Royce Diesel marine engines totalling 570 b.h.p. give the launch a top speed of 13 knots.

THE LATEST ADDITION TO THE SHELL TANKER FLEET: The tanker *Hadra* seen after her launching at the shipyard of Smith's Dock Company, Ltd., at South Bank, Middlesbrough. The tanker, which was launched by Lady Haley, the wife of Sir William Haley, K.C.M.G., the editor of *The Times*, is one of a class of general-purpose tankers that are planned for the Shell Tanker Fleet. Already two are in service. Among the many interested spectators at the launching was a group of twenty apprentice engineers from Constantine College, Middlesbrough, training with the Shell Company under the Merchant Navy Engineer Scheme for a career with the Company as an engineer.

THE DUKE OF KENT ACCOMPANIES HIS MOTHER TO THE CINEMA : The Duke and the Duchess are seen at the Odeon Cinema, Leicester Square, where they saw the film *The Robe*, which is in Technicolor and which stars Richard Burton and Jean Simmons. It is filmed by a new technique known as CinemaScope.

THE CAPTAIN OF THE BRITISH SHOW-JUMPING TEAM WHICH VISITED THE UNITED STATES AND CANADA RETURNS HOME : Lt.-Col. Harry Llewellyn is seen at London Airport with Miss Jean Frith, an air hostess of Pan-American Airways. Between them is the International silver trophy won by the team at Toronto. It weighs 25 lb. Despite the failure of the two horses Foxhunter and Tosca to find their form early on during the tour, the team were most successful, mainly due to the brilliant jumping of Miss Pat Smythe on Prince Hal. It is thought that Foxhunter and Tosca were rather upset by the different jumping conditions in America. There most of the events take place indoors under rather stuffy and confined conditions.

LORD CHERWELL'S BRIEF STAY IN OXFORD : The former Cabinet Minister is seen standing outside his flat in the University city, where he holds the position of Professor of Experimental Philosophy, which he left when he joined the Government to assist with atomic development. When the bomb exploded during this summer at Woomera was found to be successful, Lord Cherwell resigned from the Government to resume his academic duties. But now, for a short while, he is working for the Government once again. With Sir Winston Churchill, he is in Bermuda to take part in the conference. Lord Cherwell was one of the original party which was to have gone to Bermuda last July.

On right—

THE FLIGHT-DECK OF A COMET AIRLINER THAT NEVER LEAVES THE GROUND : This is an interior view of the Comet flight simulator which is used to train pilots to handle the new jet airliner. Captain Roy Millichamp is seen piloting the "aircraft," and on the right, nearer the camera, is Instructor-Engineer George Guttridge. Crew training on an actual Comet aircraft would prove very expensive, and would require the use of an aircraft which could otherwise be used for carrying passengers. The flight simulator, which by electronic devices faithfully reproduces all the sensations of a Comet in flight, enables the crews to be trained much more cheaply. This training device is installed at the B.O.A.C. Central Training Unit.

THE TRAIN WHICH RAN INTO ITSELF : The wreckage of the goods train that crashed on the London-Plymouth railway line. The collision occurred in the early morning, after the train, which was travelling from Newton Abbot to Plymouth, had halted at the top of an incline near Totnes. When it resumed its journey a coupling broke and several trucks moved off with the engine, while the remainder stayed with the brake van. Because of the hill the remainder of the train started rolling down the hill soon after the engine had started, and, gathering speed, it crashed into the front part.

THE NIGHTINGALE SECTION IN THE PERFORMANCE OF HAYDN'S "TOY SYMPHONY" AT THE SAVOY HOTEL : From left to right are Lionel Tertis, Eric Coates and Aylmer Buesst, who with many other distinguished musicians took part in Haydn's delightful musical joke, which was performed at the St. Cecilia Day Festival Dinner organised by the Musicians' Benevolent Fund. Under the baton of Anna Neagle were Sir Reginald Thatcher, the Principal of the Royal Academy of Music, Sir Ernest Bullock, the Principal of the Royal College of Music, and many other distinguished musicians, playing instruments such as toy drums and rattles. Miss Anna Neagle's conducting raised many laughs from her distinguished audience.

On right—

CAMBRIDGE PREPARE FOR THE 1954 BOAT RACE : Facing the camera is J. C. D. Alexander, of Jesus College, who hopes to be one of the Eight that will meet Oxford next April. With others he is doing some land tubbing to help keep in training. The next race is rather a special occasion, as it will be the 100th meeting of the two crews. Over 130 Cambridge men have sent in their names to take part in the trials.

DISASTERS IN FOUR COUNTRIES

FATAL ACCIDENTS THAT HAVE OCCURRED RECENTLY IN ENGLAND, FRANCE, SPAIN, AND MEXICO

THE AIRCRAFT THAT CRASHED INTO A BACK GARDEN: The wreckage of a Miles Magister aircraft that crashed in the back garden of a house in Nutfield High Street, Surrey. An occupant of the house, Mrs. Daisy Morris, was standing by the rabbit-hutch (seen in the left centre of this picture) when the crash occurred, but although she was hit by a wing, the only injury that she received was a cut on the leg. The two occupants of the aircraft were killed. Mr. Robert Holmes and Mr. Arthur Webster were on their way from Redhill Airfield, South Nutfield, to a flying rally at Denham, Bucks. Because of fog, they turned back to land at Redhill. It is thought that the bad visibility obscured the ridge on which Nutfield is built from the pilot's view.

THE TWISTED SKELETON OF A BUILDING IN THE AMMUNITION FACTORY AT LISBON WHERE A FATAL EXPLOSION OCCURRED: The explosion was at an arms factory at Braco de Prata, on the outskirts of Lisbon. Twelve people were killed.

THE WRECKAGE OF AN AMERICAN FREIGHTER THAT CRASHED NEAR ORLY AIRFIELD, NEAR PARIS: This picture, taken soon after the aircraft had crashed, shows firemen pumping foam over the wreckage, in an attempt to keep the fire under control. The six members of the crew of the aircraft, a C 119 Flying Boxcar, were killed outright. The aircraft was on a flight from the United States air base at Frankfurt to the Azores, and was observed flying low over Orly Airfield. When just past the airfield, it suddenly dived into a field and immediately burst into flames. It is thought that it had engine trouble.

FIREMEN AND RESCUE WORKERS AT THE AMMUNITION FACTORY AT BRACO DE PRATA, LISBON, WHERE A FATAL EXPLOSION TOOK PLACE: The explosion occurred in the mines department of the factory, and it is thought that it was set off by a fuse of the type seen at the foot of the soldier in the centre of this picture. Many neighbouring buildings were damaged by the blast and one of the buildings in the factory was completely destroyed. The casualties included a number of women workers. There were more than 200 people injured.

"THE COURSE OF DEATH"—ONE OF THE MANY FATAL ACCIDENTS DURING THE PAN-AMERICAN ROAD RACE HELD IN MEXICO RECENTLY: This car has crashed into the spectators lining the route, killing four of them. *On left*—One of the 20,000 Mexicans who guarded the route during the race, which is held over the tortuous mountain passes which lie between the frontiers of North and South America. The Pan-American Road Race was this year responsible for the deaths of twelve people—eight drivers and four spectators. During the previous four years there had been only four fatal accidents. Juan Fangio, driving an Italian Lancia, was declared the winner of the big sports car section of the race, covering the 1,912 miles in a time of 18 hours 11 mins. In the light sports car section, Jose Herrarte, of Guatemala, was the victor, covering the difficult course in his Porsche in a time of 23 hours 47 mins.

LINCOLN BOMBERS IN ACTION IN KENYA

Heavy Bombers are Brought In to Drop Bombs on Hiding Places of Terrorist Gangs in the Prohibited Areas of the Colony—an Action that Has Called Forth Strong Criticism from the Opposition in the House of Commons

IN THE FOOTHILLS OF THE ABERDARE MOUNTAINS, PART OF THE PROHIBITED AREA OF KENYA, WHERE MAU MAU LAIRS ARE NOW BEING BOMBED : On November 17 General Sir George Erskine's headquarters at Nairobi announced that Lincoln bombers of Middle East Command, which had arrived in Kenya to take part with Harvards in air operations against Mau Mau terrorists in the prohibited areas of the Aberdare Mountains, would go into action immediately. Within a few hours of this statement the Lincolns bombed selected hide-outs, dropping no fewer than seventeen 500-lb. and 1,000-lb. bombs from a height of 2,500 ft. above the forest. They also fired thousands of rounds from machine-guns. Ground patrols of the Devonshire Regiment later reported that the bombing had been accurate, and that they were moving into the prohibited areas to make a full investigation. The decision to use heavy bombers against Mau Mau has been made at Cabinet level. Mr. Oliver Lyttelton, the Colonial Secretary, made a statement to the House of Commons on the matter last week.

ONE OF THE LINCOLN BOMBERS BROUGHT IN FROM MIDDLE EAST COMMAND TO BOMB THE FOREST LAIRS OF THE MAU MAU—A MUCH-CRITICISED ACTION WHICH THE COLONIAL SECRETARY DEFENDED IN THE HOUSE OF COMMONS LAST WEEK : At the time of writing there are seven Lincolns in Kenya and they can reach the target area from Nairobi in twenty minutes. Squadron-Leader Alan Newitt, who commands No. 49 Squadron, has declared that the main task of the bombers is to get the hard core of the terrorists out of their mountain lairs.

THE BOMBS GO DOWN IN THE ABERDARE FOREST : A heavy bomb exploding in the vicinity of a marker bomb during one of the first operations by the Lincolns against the Mau Mau. The Lincolns were sent from the Middle East after a request by General Erskine, who felt that the Royal Air Force's potential in Kenya was not being fully exploited. The first sorties have been experimental, being designed to decide the size and type of bomb required for this type of operation.

5,000,000 VEHICLES ON BRITISH ROADS

The Tremendous Increase in Traffic Since the End of the War is Giving Rise to Many Problems in Road Safety and Legislation

BY "THE SPHERE" MOTORING CORRESPONDENT

NO one was surprised when the report on last August's road traffic census in Britain revealed an overall traffic increase of 17 per cent. compared with the 1950 census, and 23 per cent. since the one taken in 1938.

How can you expect it to be otherwise when the number of mechanically-propelled vehicles on the roads of Britain increased from 3,084,896 in 1938 to 4,409,223 in 1950 and made a further jump to 4,954,567 by last May ?

The detailed figures of the growth of Britain's vehicle population are illuminating :

	Motor Cars	*Motor Cycles*	*Total of all Vehicles*
1938	1,944,394	462,375	3,084,896
1950	2,257,873	751,738	4,409,223
1953	2,624,943	919,611	4,954,567

The 1953 figures are for last May—the latest date for which official records are available. By now the grand total—cars, motor-cycles, lorries, buses, taxis—must be over 5,000,000 for the first time in history. It is a startling figure, and one which adds point to the crescendo of demands heard recently on all sides for more modern roads.

The most striking increase in the vehicle figures is that for motor-cycles, which have by now probably passed the million mark for the first time. The number of motor-cycles has been considerably swelled by the growing popularity of auxiliary bicycle engines, for these cycle-motors have to be registered just like a motor-cycle. And car-owners are not alone in wondering why it should be possible for an old lady to pass her driving test on one of these "pip-squeaks" and immediately, if she so desired —which seems doubtful !—go out and ride a 1,000-cc. job capable of over 100 miles an hour.

This ridiculous situation is, however, likely to be altered soon, though what is meant by "soon" has recently been a matter for speculation. This creation of a special class of licence for cycle-motor owners is expected to take place in the new Road Traffic Bill, which seems to be building up into a kind of road-safety charter.

The Bill will affect motorists, cyclists and walkers alike. It may lay down fines for jay-walking and for pedestrians who ignore a policeman's signal at a controlled crossing. It may make crash hats compulsory for motor-cyclists and may attempt to give "teeth" to the new Highway Code. It may even seek to restrain the irresponsibility of dog-owners who let their pets stray on the highway.

It is obviously a very important piece of legislation and one that should be put on the Statute Book at the earliest possible moment, but there have been hints at Westminster in recent weeks that the Bill may not come before Parliament this session. That means it may not be debated until 1955. The main reason for the delay seems to be that Mr. Alan Lennox-Boyd, the Minister of Transport and Civil Aviation, wants the Bill, if possible, to be presented as an agreed measure. To this end he wants further talks with representatives of all the organisations concerned — motorists', cyclists', pedestrians', and the rest.

But I seem to have wandered away from the subject of the census. It was a most revealing check-up, even though the census was taken at only 100 different points on main roads in the U.K. compared with the 267 points used in 1950 and some 6,000 in 1938. For 112 hours last August men from the Ministry kept watch at these 100 points and counted a total of 71,253,728 vehicles of all kinds. One interesting fact emerging from the census is that while the figures for commercial vehicles were 88 per cent. up on the 1938 count, private cars showed a rise of only 4 per cent., yet private cars still represent more than a half of all the mechanical vehicles registered in Britain.

The biggest over-all traffic increases were in Wales. The smallest were in the Home Counties. The number of pedal cycles showed a drop of 64 per cent. on 1950 and 91 per cent. on 1938, but perhaps this was because it was an "open road" census, in which most of the 100 check points were outside built-up areas.

On the day that the census figures were issued Mr. Lennox-Boyd received a deputation from the Association of British Chambers of Commerce, which called for urgent and forceful action by the Government "to relieve the serious handicaps on export trade and productivity caused by inferior roads." The Association stated afterwards that the Minister had undertaken to consider the proposals they put forward, and had expressed the hope "that there was room for some modest optimism."

This could mean anything, of course, but it is my own view that the Government *must* do something soon about our roads. I don't think for a minute that better roads will banish death from the highways. Police statistics show all too clearly that most accidents occur in built-up areas. But you have only to go a few miles to-day anywhere in Britain to find shocking "black spots" which are a perpetual source of danger to the lives of even the most careful road-users.

There is a lot to be said for the plan put forward by the motoring organisations for a public loan to finance road improvements. At a recent meeting, the Standing Joint Committee of the R.A.C., A.A. and Royal Scottish Automobile Club resolved "to use all its influence to persuade the Government to accept the principle of a road loan, recognising that the construction of new roads and the development of the existing system cannot be paid for out of income because of the persistent raiding of the Road Fund for general purposes."

The Committee pointed out that a loan of £100,000,000 would cost only about £4,000,000 per annum in interest—rather less than the money now being raised in vehicle and petrol taxes in the course of four days. "There is a strong case," said the Committee, "for making posterity bear a share of the heavy cost of providing a modern and adequate road system."

NEW HIGHWAYS FOR NEW YORK : This newly-completed artery for New York City will relieve the congested highways of the burden of ever-increasing traffic to and from Manhattan. The new highways will enable motorists to journey from La Guardia and Idlewild Airports, in a non-stop trip, and will also connect three different parkways, thus making it possible for a greater flow of traffic at an increased pace.

On right—

AND ANOTHER CONGESTION POINT RELIEVED : The new congestion-relief ramp on the Henry Hudson Parkway at George Washington Bridge, which has greatly increased the flow of traffic between New York and New Jersey. Where traffic formerly crossed the highway, causing hold-ups that stretched back along the Parkway for many blocks, cars now cross on an overhead ramp that leads into south-bound lanes.

At Lambeth County Court the other day Judge Wilfrid Clothier asked : "Why is it that British car-bumpers crumple up like pieces of string ? American bumpers are made to bump, and I saw a description the other day of how bumpers are even used to push three or four cars aside in America."

Many British motorists, while not desiring the massive "sea wall" kind of bumper you get on many American cars, will certainly agree with Judge Clothier in his plea for more efficient "fenders." A friend of mine who owns a Sunbeam Talbot is hopping mad on this subject. He has been in collision with a car whose bumpers were inches higher than his own, with the result that while he himself suffered considerable damage the other car was hardly scratched. There certainly seems to be a strong need for standardisation on this question of bumper heights. Over-riders—which detract from a car's appearance anyway—are no substitute for uniform height.

An exhibition of his paintings staged in a Kensington gallery recently by Mr. Roy Nockolds was visited by a large number of admiring visitors. Accustomed as we are to seeing examples of Mr. Nockolds's talent in the motoring journals and in other places, it was very pleasant to see a collection of his work in the original, and to be reminded that he is equally at home in capturing the fleeting beauty of a supersonic aeroplane as in recording the thrills of a great motor race.

Mr. Nockolds is one of three brothers, each of whom is leaving his mark on the world of motoring. Mr. Harold Nockolds is the strictly anonymous motoring correspondent of *The Times* and their brother Conrad, whilst specialising in photography, shares with Roy considerable skill with the brush.

In a letter to *The Times* the other day, a reader complained about the failure to illuminate so many of Britain's advance road signs. I am in entire agreement with the lady, and I was reminded of her *cris de cœur* when I visited an exhibition of road signs staged at their London offices by Gowshall Limited, a subsidiary of Tube Investments, who, I suppose, make more road signs than anyone else in the business.

An interesting feature of their display was the range of "reflective" signs. These have a surface covered by millions of tiny beads—"ballotini" they are called in the trade, for obvious reasons—which measure less than one 10,000th of an inch in diameter. They are stuck by a special adhesive on to a background coloured for the purpose required. The glass beads reflect the light from a car's head-lamps and can be seen for a considerable distance.

I won't say they are a substitute for an advance sign illuminated by electric lamps, but they are an excellent alternative on roads where it would be costly to provide electric lighting. These reflective signs are already extensively used in Canada, the U.S. and on the Continent, and I think they will be used more and more in this country.

Mr. Donald Healey, whose smart little two-seater sports car was taken over by Austin Motors and given the name Austin-Healey Hundred, has made an unusual contribution to road safety. When anyone buys a Healey he sends the purchaser a reprint of an article written for "Esquire" by his friend, John Fitch, one of America's leading racing drivers. It is headed "Safety at Speed," and contains some very sound advice, presented in a most readable manner.

In an introductory note Donald Healey writes : "Dear Owner, This road philosophy of a great driver, my friend John Fitch, I have read many times. Perhaps you will find time to read it once."

Congratulations to the Rootes Group on providing the winning car—a Sunbeam Talbot "90" saloon—in the M.C.C. Car Rally sponsored by the *Daily Express*. It was driven by Mr. Frank Downs, who lives near Andover.

Another splendid performance was put up by one of the new Ford Popular models. The M.C.C. has yet to find an ideal formula to determine the rally winners. They thought they had got it this year by basing the awards on the average performance in each class, but even this method produced anomalies which caused justifiable moans and the Rally organisers will have to think again.

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350TH ANNIVERSARY OF AN ENGLISH SCIENTIST

THE HOUSE KNOWN AS TYMPERLEYS, WHICH WAS WILLIAM GILBERT'S HOME AT COLCHESTER, ESSEX: Gilbert (or Gilberd), an Elizabethan pioneer of electrical science and magnetism, who was born here in 1544, was Court Physician to Queen Elizabeth I and James I for many years until his death on December 10, 1603. His chief work, *Del Magnete*, was published in 1600. Gilbert's father was Hierom Gylberd, one-time Recorder of Colchester.

William Gilbert, the "father of electric science," who held also enlightened views on astronomy and introduced the theories of Copernicus into England, died at his native Colchester 350 years ago this month. He was buried in the chancel of Holy Trinity, the church opposite his home, and a memorial plaque was erected close by. Recently Holy Trinity was closed under the Churches Reorganisation Scheme, and steps are now being taken to preserve the Gilbert monument.

In 1573 Gilbert settled in practice in London and shortly afterwards became a Fellow of the College of Physicians. He was Censor of the College for seven years, Treasurer for nine years, and was appointed President in 1600. In 1581 he was made Court Physician to Queen Elizabeth I, and subsequently to James I, a position he held until the time of his death. Two years before his death Gilbert published *De Magnete, Magneticisque corporibus, et de Magno Magnete Tellure, Physiologia Nova*, an epoch-making account of magnetism, in which he advanced the theory, scientifically demonstrated by Faraday, that terrestrial magnetism and electricity are emanations of one force.

A DUAL-PURPOSE FISHING-BOAT LAUNCHED

THE DUAL-PURPOSE FISHING-BOAT "GIRL HELEN" TAKES THE WATER WITH A BIG SPLASH: The launching was made from the yard of Messrs. Tom Summers and Company at Fraserburgh, Aberdeenshire, and the naming ceremony was performed by Miss Helen Stewart, sister of the four Stewart brothers of Lossiemouth, for whom the boat was built. The vessel was pulled into motion by two lorries on the opposite quay, before plunging over the quay wall into the water as seen in this picture. 63 ft. in length, the *Girl Helen* has a 19-ft. beam and a moulded depth of 11 ft. 9 ins. She is fitted with a 114-h.p. winch and coiler. Also present at the launching ceremony was Commander David Cochrane, Surveyor of the White Fish Authority.

CLEANING THE "BOOK OF KELLS"

RENOVATING THE FINEST EXTANT EARLY IRISH ILLUMINATED MANUSCRIPT OF THE GOSPELS: Mr. Roger Powell, who is cleaning the famous *Book of Kells* in Dublin, displays the frayed edges and grubby condition of one of the pages. One of the world's most beautiful books, the manuscript was written by Irish monks over a thousand years ago, since which time its pages have become dirty and marked with glue used in various bindings. It includes three portraits of the evangelists, and three scenes from the life of Christ. Some 20,000 people a year visit Trinity College, Dublin, to see the manuscript.

A FAMOUS TROUT FISHERY UP FOR SALE

A VIEW OF SOME OF THE SIXTY PONDS STOCKED WITH 100,000 TROUT, WHICH ARE INCLUDED IN THE SALE OF THE EXE VALLEY FISHERY AT THE ANGLING AND HUNTING CENTRE OF DULVERTON, SOMERSET: This thriving trout-breeding industry, situated near the confluence of the Rivers Exe and Barle at Dulverton, has been hatching and rearing trout for over half-a-century and is engaged in exporting the fish to most parts of the world. Almost every country having a river or lake where trout may breed has bought trout or ova from this West Country fishery. In addition to the nursery, there is a stream in the Dulverton area which is considered to be one of the best for trout in the West of England.

The World of Books—By VERNON FANE

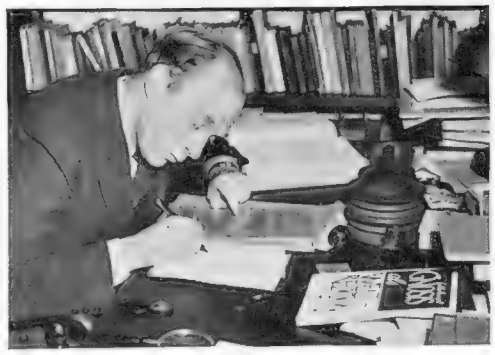
CHILDHOOD IN A LITERARY HOUSEHOLD

The First Volume of David Garnett's Autobiography Heads this Week's Books About People

MY first three books this week, two autobiographies and a biography, have one thing, and little else, in common. None of them has an index, for which there is no excuse at all in books of this kind.

Considering the author's literary background, the defect is most surprising in Mr. David Garnett's THE GOLDEN ECHO (Chatto and Windus. 21s.), but I am pleased to be able to add that I found it almost the only defect. Being approximately of Mr. David Garnett's own generation, I have been absorbed by the story of his childhood and upbringing in what must have been one of the most remarkable literary households of our time.

His father, Edward Garnett, was not only a great critic but, in his capacity as a publisher's reader, a powerful mentor to a number of famous writers on the threshold of their careers, notably D. H. Lawrence. His mother, Constance Garnett, translated and established for ever in the English language the great Russian classics. In this intensely literary household, the very fulcrum, as it were, of Bloomsbury, David Garnett grew up in easy familiarity with Galsworthy, Conrad, Bennett, Wells, Shaw, W. H. Hudson, among so many others, and, as a boy, formed a lasting and exciting friendship with D. H. Lawrence and the volatile Frieda. In his boyhood he spent long periods in Russia, Germany and, of course, France and Italy. From these came the development of his own character and of his own great writing gifts. This volume ends in 1914, so that in the second one, when it comes, we can eagerly look forward to more riches.



TRANSLATING A GNOSTIC CODEX: Professor Dr. G. Quispel, of the Theological Faculty of Utrecht, Holland, is seen as he translates a Coptic manuscript of 100 pages containing four hitherto unknown Gnostic writings dating from the second century. The manuscript is one of those found in 1946 by Egyptian fellaheen in an earthenware pot in a cave situated north of Luxor, and the discovery is considered to be the most important of its kind. The codices are in the Coptic language, but it has been ascertained that they were translated from the Greek. Dr. Quispel bought part of the manuscripts with the help of Professor Dr. C. G. Jung, of Zurich.

Lady Galway's THE PAST REVISITED (Harvill Press. 18s.) is an autobiography covering a full life in public affairs over a period remarkable in interest, for she was born in 1876, brought up in Bavaria, France and Austria, at eighteen married Baron Raphael d'Erlanger, and has many interesting reminiscences of people and events seen from a viewpoint of Heidelberg, Paris and London. On the verge of the 1914 war she married again, this time Sir Henry Galway, who was appointed Governor of South Australia. Her account of war activities in the Australia of that date have, of course, a unique interest of their own. So many names and dates crowd these pages that the lack of an index is really a serious defect.

THE EMPEROR FRANZ JOSEPH (Werner Laurie. 18s.), by Ottokar Janetschek, is a translation of a biography which has achieved some success in Austria, possibly because it is written in a lively, almost fictional style, and, in consequence, is in fine contrast to the average heavy German biography. Dr. Janetschek uses the device of invented dialogue with some effect, and he succeeds in bringing his characters to life, but the impression that remains is, I am afraid, superficial and episodic. A word of praise, I feel, is due to the translator, H. S. Whitman, who has achieved an easy, readable style not always possible in such circumstances.

As for THE INCREDIBLE MIZNERS (Hart-Davis. 12s. 6d.), I can only say that Mr. Alva Johnston has chosen the aptest adjective to describe the two members of a distinguished Californian family about whom he writes. The Mizners had a record three generations long of service in diplomacy, or in the Army, the Church or at the Bar, but among the '90's crop of brothers there were two, Addison and Wilson, who have so far defied most chroniclers' art. Mr. Johnston, brave as a tiger, takes them on in one of the season's most hilarious and, strictly speaking, least edifying books, of which I have enjoyed every word, even to the occasional repetitions. Addison was an architect who practically invented and built Palm Beach. Wilson came in with him on that project in what some people might call its palmier days, but before that Wilson had been a spectacular figure in the Klondike, where he seems to have done everything except stake and work a claim; in California and New York, where he wrote plays, played confidence tricks, managed prize-fighters, married a multi-millionairess and drank a good deal, with time out for opium smoking. The only thing that appears to have been constant in his career is his wit, and for the examples of that alone, this lusty, *pas-devant-les-enfants* book is well worth reading.

BLUE TROUT AND BLACK TRUFFLES (Gollancz. 16s.) is a good title for Mr. Joseph Wechsberg's account of "the peregrinations of an epicure," but it could equally be a couple of items from one of the Mizners' menus. Mr. Wechsberg's book, however, is quite entertaining enough to be judged on its own qualities, which are many, and on its itinerary—a gourmet's trip—which takes in Budapest, Paris and, of course, the restaurant of M. Point at Vienne, just south of Lyons. The most original chapter in it, however, is not the one dealing with the glories of Maxim's in *la belle époque*, but an investigation into the culture of the mysterious and elusive truffle.

The essays in the late G. K. Chesterton's A HANDFUL OF AUTHORS (Secker and Warburg. 10s. 6d.) have all been published before, some of them as long ago as 1901, but this is the first time that these particular ones, all on writers and writing, have been selected to appear between covers together, and Dorothy Collins has made a good thing of her difficult work of choice.

Back to past centuries with the next books, of which the least distant in order of time is Eileen Bigland's biography, THE INDOMITABLE MRS. TROLLOPE (Barrie. 15s.). Anthony Trollope's mother was as remarkable for her energy and vitality as for the belief she had in her own capabilities. With little income from her husband, who was frail both physically and mentally, and with five children, Mrs. Trollope undertook any kind of writing or travelling venture that suggested itself to her as a means of supporting her family. Her travels were almost invariably ill-fated, especially the journey to America, which was almost directly responsible for the deaths of two of her children, but her literary efforts, nearly fifty novels and travel books, had a better fate and did bring her family some degree of security. She kept her family and she fought for it, but she must have been alarming in her drive and stubbornness.

LAVALLETTE BRUCE (Hamish Hamilton. 21s.) is the history, by his descendant Brigadier Ian Bruce, of the adventures and intrigues of Michael Bruce, before and after Waterloo. In an earlier book the author had described his great-grandfather's love-affair with Lady Hester Stanhope, but in this volume that amazing character is only a background figure and the focus of attention is on Bruce as he travels round Europe during the Napoleonic Wars, is present at the bombardment of Copenhagen, and is imprisoned by the French for helping Count Lavallette to escape from the country. The story is an extraordinary one, as the diligent reader will discover, but it is presented with more words than drama, and although Brigadier Bruce's use of papers and letters is meticulously correct, these are sometimes given at too great length and tend to slow up the pace of a story that is, after all, full of action.

Augustus Hervey was the son of that Lord Hervey of the famous Court memoirs, and he was by profession a sailor, a captain in the Royal Navy who eventually became an admiral, was a friend of Admiral Byng's, and active in an attempt to get Byng's death sentence commuted, and he was also, on the reverse of the medal, as it were, an amorist of whom it was possible to claim that he was the English Casanova. AUGUSTUS HERVEY'S JOURNAL (William Kimber. 25s.) has not been published before, we are told, for family reasons, but now that it is available, I think that no one will find Hervey's exploits dull, whether at sea or ashore.

Mr. Paul Hyde Bonner's new novel, HOTEL TALLEYRAND (Verschoyle. 12s. 6d.), may have a hint of the past about its title, but its setting and its subject are as up-to-date as to-morrow's newspapers: the problems and personnel of American Embassy and Government agencies in Paris, the powerful visiting Senator who is adept at dropping a word in the wrong place, the constant threat of Communist sympathy, and the intelligent French onlookers continuing, with or without charity, to live their own lives. Mr. Bonner is almost as stringent as Miss Nancy Mitford in his strictures on social *gaffes*, and sometimes his people are rather too neatly pigeon-holed, but by and large this is an amusing and civilised novel, and I liked it.

A SELECTION OF BOOKS ON SPECIALISED SUBJECTS

THE STORY OF CUTLERY (Benn. 42s.), *by J. B. Himsworth, is in effect the first comprehensive history of the ancient craft of the cutler. There are chapters on certain items of cutlery, working conditions in the industry and the raw materials used. In addition to the many illustrations there is an appendix of Coronation Year cutlery.*

In **THE ADVENTURE OF BRITISH FURNITURE, 1851-1951** (Benn. 63s.), *David Joel tells the story of the historical background, and the evolution of design culminating in the contemporary styles. The story is carried on through the captions to the illustrations.*

For riding enthusiasts there are three new books of interest. One is **THE PONY CLUB ANNUAL NO. 4** (Naldrett Press. 12s. 6d.), *which, published for the British Horse Society, contains something on every aspect of horsemanship, from advice by riding experts and help on the care of ponies, to stories and illustrated features. Another is* **THE HORSEMAN'S YEAR 1954 Edition** (Collins. 15s.), *a series of articles edited by Lieut.-Colonel W. E. Lyon, and illustrated with some of the most dramatic sporting pictures of the year, while* **FROM POINT TO POINT** (Christopher Johnson. 18s.), *by Major John Board, is an apt description of the author's adventurous and sporting life. There are many photographs and line drawings by the author.*

THE IMPRESSIONISTS AND THEIR WORLD (Phœnix House. 21s.), *with an introduction by Basil Taylor, Librarian, Royal College of Art, contains nearly 100 pictures, fifty of them in colour. There is a short biography of each artist whose work is reproduced.*

AUSTRALIA

Seen Through the Eyes of Her Loving Exiles

At the beginning of February the Queen and the Duke of Edinburgh will be travelling on from New Zealand, where they will have undertaken a most arduous tour, to Australia, where they will undergo the same exacting routine. After the very English and Scottish scenes which they will frequently encounter in New Zealand, they will find this new and larger land, with its vast cities and great open spaces, in much greater contrast to Britain, a western outpost on the edge of the Eastern seas, a wide open land with little recorded past and a great and glowing future, carving its own way in the modern world and for the most part doing so along its own very individual lines. To help us towards an understanding of Australia, the Australian writers in Britain have banded together to produce an anthology, what they choose to call a profile of their Commonwealth. It is aptly entitled SUNBURNT COUNTRY (Collins. 15s.). Gilbert Murray writes the introduction, and among the contributors are Chester Wilmot, who writes of Australia's Expanding Horizon, and George H. Johnston, who describes the way of life of her people. Colin Wills, author of *Australian Passport* and well known in Britain as a perceptive broadcaster, devotes a chapter to the Australian cities. Those who live in the cities are unashamedly in love with them, and Mr. Wills, from his voluntary exile, looks longingly across 10,000 miles to the delights of going to work in Sydney on a fine morning, to Saturday afternoon sailing in the long, blue harbour. He feels the great spring of energy that animates the young Australian, bent upon bringing the nation to new maturity, and, like most of the other writers in this anthology, we feel an urge to fall in step with him. Such enthusiasm is not to be denied.

The County Books now include what is at once the oldest and the closest of Britain's overseas territories, THE CHANNEL ISLANDS (Robert Hale. 18s.). The author, Wilfred Hooke, who has lived in one or other of the islands almost all his life, stresses in particular the peculiarity of the island institutions, customs and government, and he builds up a fascinating picture. Mr. Hooke's enthusiasm as a field naturalist has taken him to every part of the larger islands and to most of the smaller reefs and rocks. His descriptions of the scenery are supplemented by some fine photographs, including one glorious picture of the Greve au Lancon at Plemont, where golden sands stretch invitingly down to the sea from the great caves which at this point indent the Jersey coastline.

Another fascinating area comes under review in the latest of the Regional Books, ROMNEY MARSH (Robert Hale. 18s.). Walter J. C. Murray describes how Romney Marsh was once a great bay dotted with islands and mudflats, surrounded by sandstone cliffs, with long creeks running inland. To-day it is a hundred square miles of the richest land in England. How it was made by the sea and saved from the sea is the basic theme of this book. The author does not neglect to trace the great events in England's history which have taken place on Romney Marsh, for the most part associated with the Cinque Ports, with their proud record of courage and leadership.

Kathleen Courlander writes on RICHMOND, FROM KEW GREEN TO HAM COMMON (Batsford. 21s.), in her contribution to the series on British cities and towns. Hers is an enviable task, for if Richmond Palace no longer exists, Ham House and Kew Palace remain, and between there is a varied and delightful series of smaller domestic buildings, including town houses, terraces and former country houses, particularly of the eighteenth century. It is of these houses and the life which has been lived in them during four centuries that Miss Courlander writes. The story begins with the creation in the twelfth century of the Royal Manor of Richmond, and continues through the age of Elizabeth, the Stuarts, the Georges and Queen Victoria to the present day—a provincial microcosm of English history.

In his short, exciting life C. S. Rolls did almost everything a man with the spirit of adventure in his blood, coupled with a mechanical turn of mind, would care to do. Ballooning, motor-racing, flying, he took them in turn and in his stride. Then came his meeting with the master engineer Henry Royce (only lately the subject of a new biography), and between them they created the great Rolls-Royce partnership. In ROLLS: MAN OF SPEED (Bodley Head. 9s. 6d.), Laurence Meynell reveals a man truly cast in the heroic mould, a man of zest and energy, fascinated by the idea of speed, impatient of fools and radiant with the excitement of youth, but withal a man of character, born to fortune perhaps, but because of his very special qualities destined to enjoy enduring fame.

N. E. Boyle has written an admirable handbook entitled OLD PARISH CHURCHES AND HOW TO VIEW THEM (Skeffington. 6s.). This is a compact introductory guide, and not the least of its appeal lies in its handy pocket size. Mr. Boyle reduces church-viewing to a clear-cut and easily understood method.

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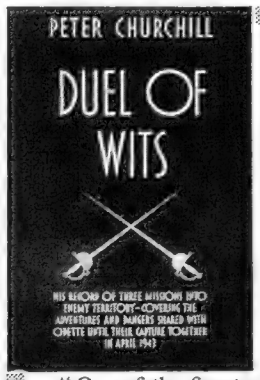

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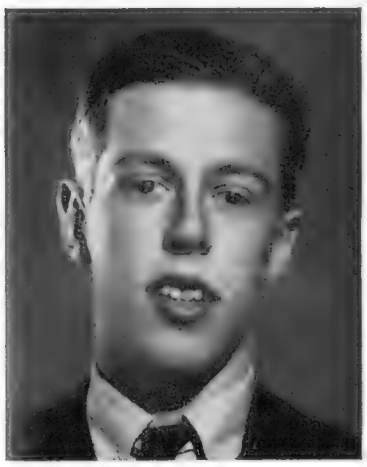

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Readers of Warren Tute's previous story, *The Felthams*, will need no further recommendation than the knowledge that this is the story of Admiral Feltham's two sons and his daughter told, as was the earlier book, by that undiscerning, conscientious and unconsciously amusing chronicler the Rev. Wilfrid Jennings, Naval Chaplain and friend of the family. To those who have not yet met the Felthams we would recommend this novel for its picture of naval life in peace and war. 12/6 *net*

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NEWS FROM THE PUBLISHERS' LISTS

A Fruitful Autumn Provides Fare for Winter Reading

IT has been an autumn of fruitfulness in the publishing world, and there is a great deal of varied material for winter reading. Hodder and Stoughton are to be congratulated on their wonderful edition of Sir John Hunt's THE ASCENT OF EVEREST, although those who do not know the background of the Everest story say they would have been happier if there had been more maps. This is, however, a magnificent publication, and Sir John's writing, simple and factual though it is, has, in its very heroic simplicity, something of the quality which informed Scott's last diaries, written amid the wastes of the Antarctic. This is a book that will be read and re-read in the years to come. It is certainly a classic among Alpine testimonies.

Book-lovers who would like an excursion into the past, and are willing at the same time to delve rather more deeply than usual, will be well rewarded by the new volumes of THE CATALOGUE OF THE LIBRARY OF THOMAS JEFFERSON. At first encounter this all seems as dry as dust, but this publication by the Library of Congress takes us into the great Liberal Statesman's home at Monticello in Tidewater, Virginia, and we can almost conjure up the scene as he hunted for books in his spacious library, answered letters on all kinds of topics, and kept himself constantly informed of the higher thinking of the day. What public representative nowadays could live so fully and so well as did Thomas Jefferson? Certainly no member of America's present hard-pressed Executive.

Another very delightful example of historical research comes from the house of Batsford, in which William Addison, the author of many books on social and regional topics, surveys the development of ENGLISH FAIRS AND MARKETS. This is a grand piece of work, showing how the foundations of commerce in England were laid in the fairs and markets of the Middle Ages; the fairs with their lighter more festive elements, and the markets with their permanent influence in controlling the development of many of the towns. Barbara Jones, whose work is so well-known to SPHERE readers, provides illustrations which are much in keeping with Mr. Addison's text.

The Macdonald Classics are so much a part of the literary scene these days that each new volume as it rolls from the press is liable to go unheralded, and, of course, it is not always easy for the reviewer to comment upon reprints from the classics. John Gawsworth's edition of the COMPLETE ENGLISH POEMS OF MILTON provides an exception, however, if only by reason of Mr. Gawsworth's introduction, an erudite piece of writing in which he adopts the role of assessor, and succeeds in showing through biographers, apologists and critics the true stature of John Milton. Most readers will agree that John Gawsworth has carried out his work supremely well, rather, indeed, in the manner of Sainte Beuve, who marshalled his facts so brilliantly in the famed Causeries de Lundi.

The National Book League has had a grand idea, and its latest exhibition at 7, Albemarle Street shows, through the medium of books and pictures, the history of the Chateau of Versailles and the people who lived there. The exhibition reflects the profuse and glittering life of Versailles through more than 150 years, and is certainly not to be missed. It continues until January 16.

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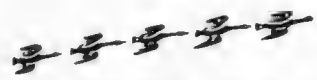

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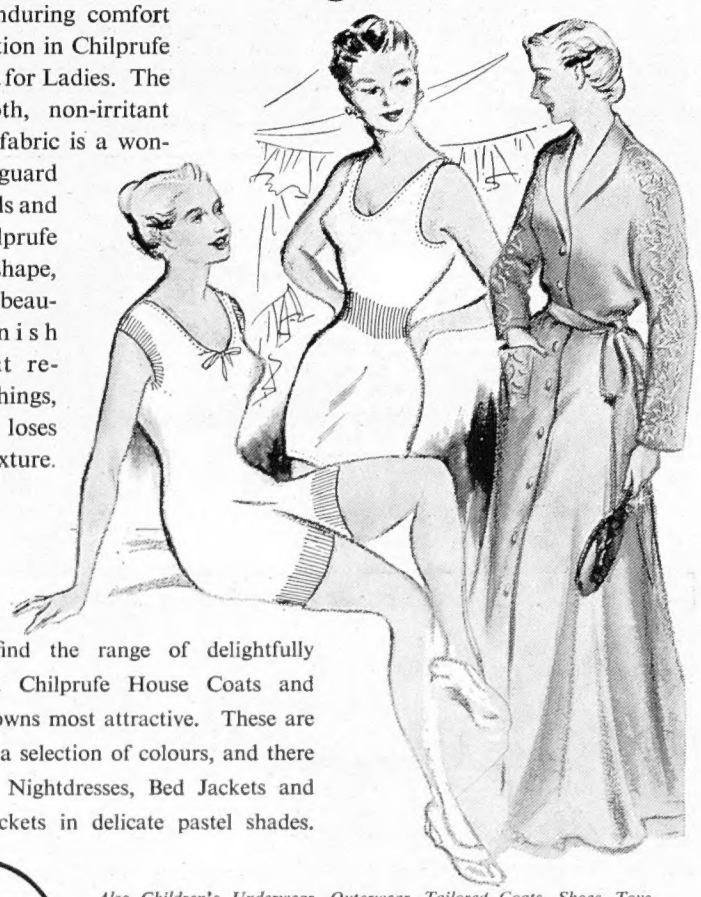

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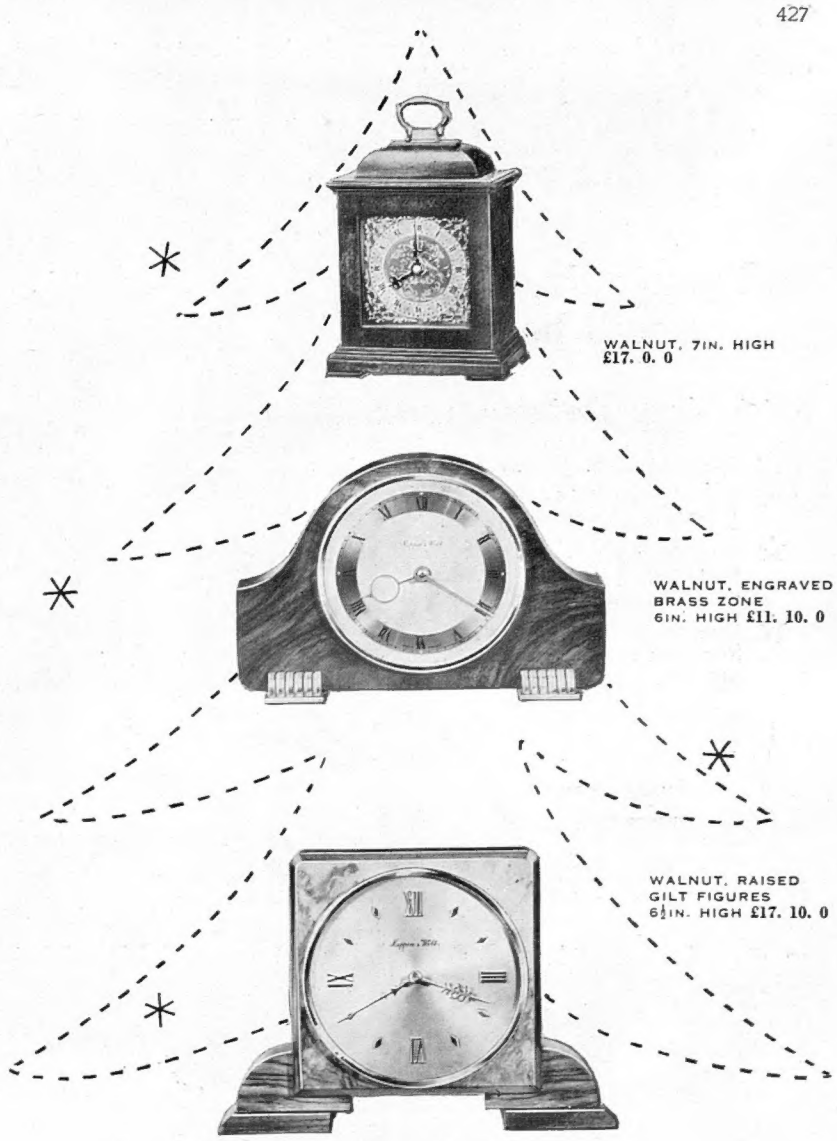

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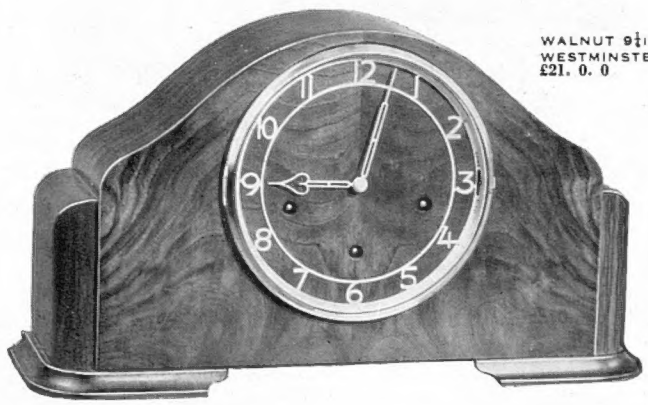

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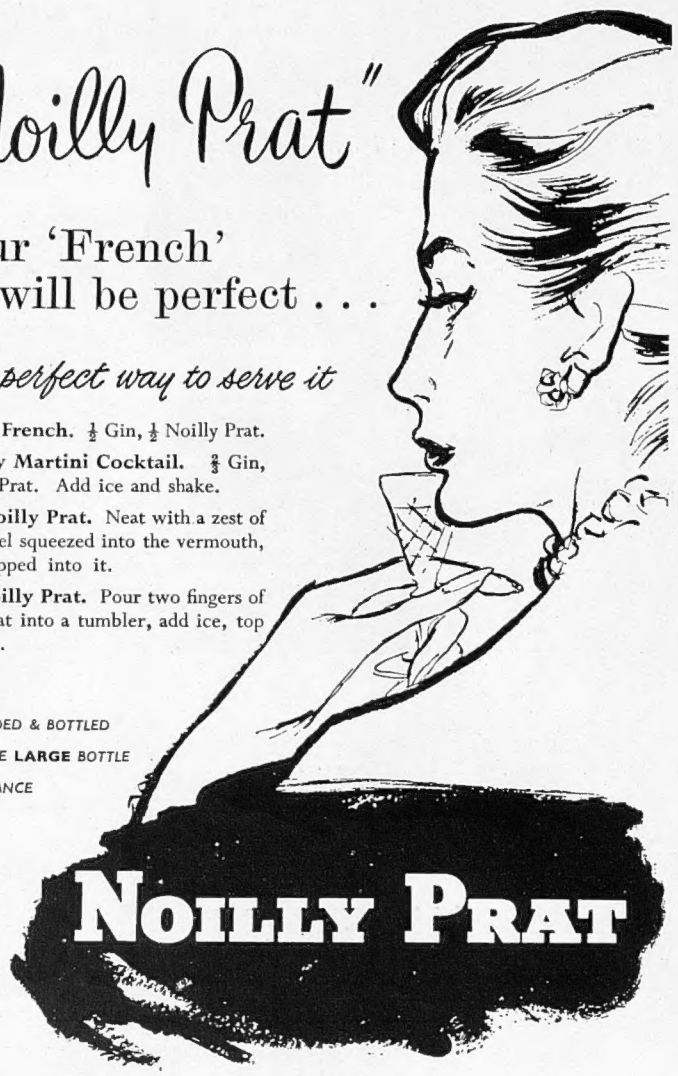

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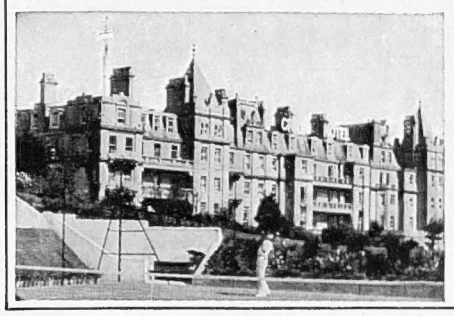

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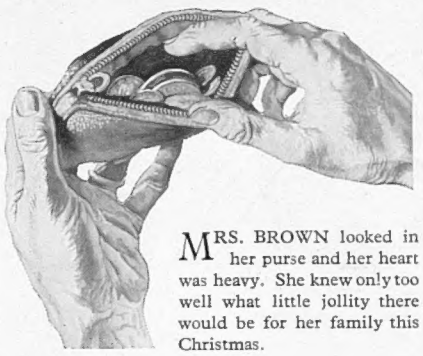

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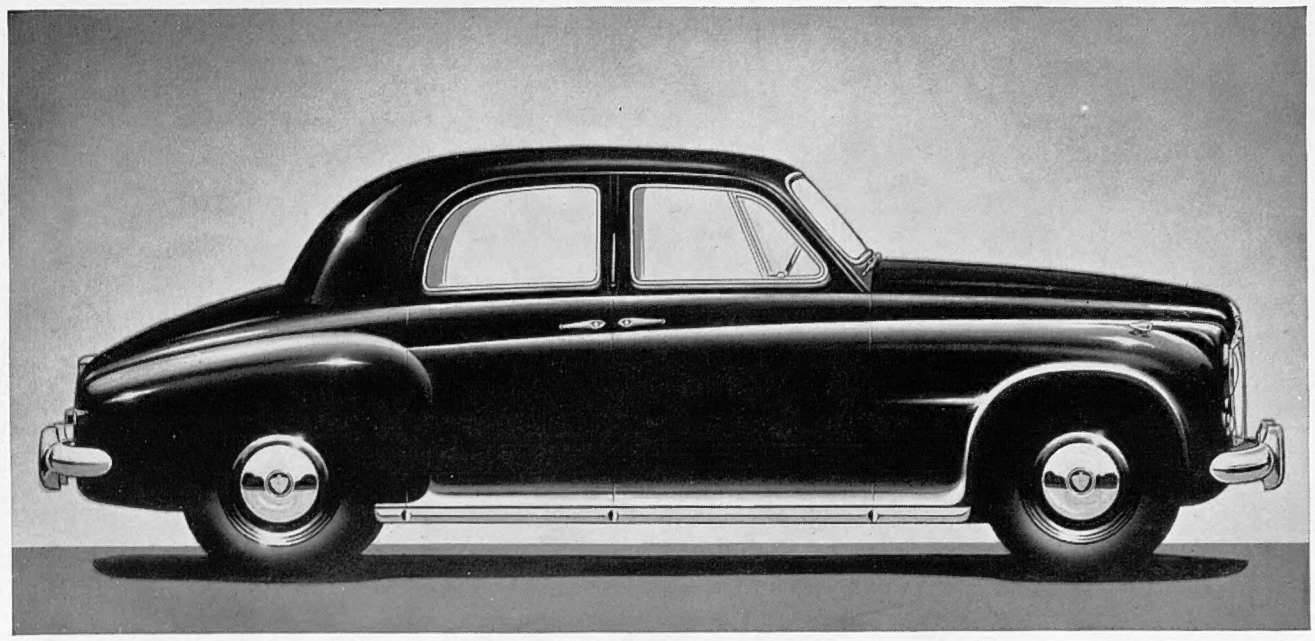

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